



# messing about in **BOATS**

**Special Features This Issue**  
“Cortez As I Saw It” – “Origami Folding Dinghy”  
“USLSS Rescues” – “Maiden Voyage of the Ugly Duck”

Volume 24 – Number 3

June 15, 2006



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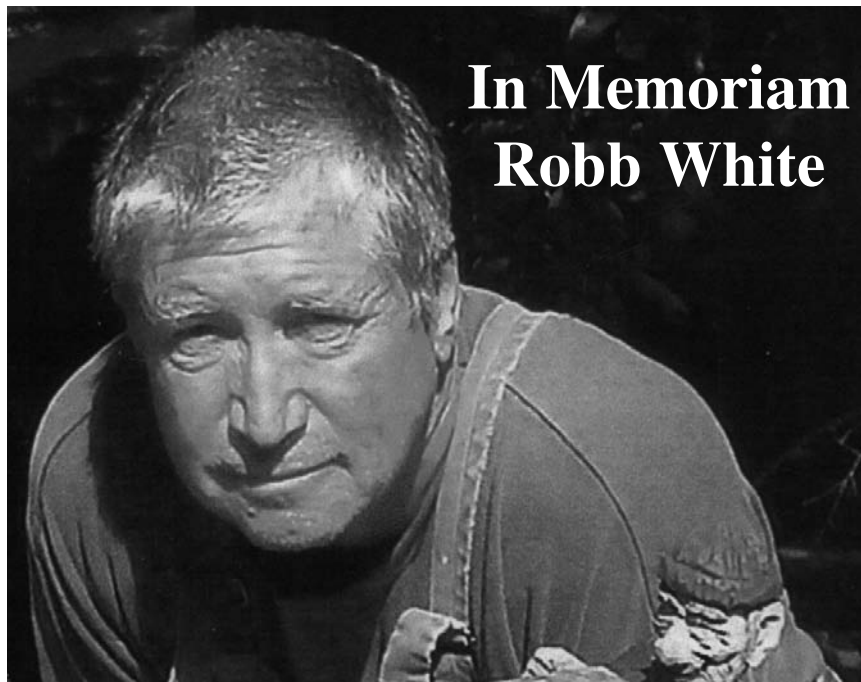
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## Commentary...

Bob Hicks, Editor



## In Memoriam Robb White



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## On the Cover...

Dennis Bradley's Egret was one of the many small craft that made the scene at the first Florida West Coast Small Craft Festival at Cortez in early April, and Robb White was there to bring us his views of the occasion.

Shocked? So was I on the morning of May 16 when Robb's son Wes phoned to tell me that Robb had died during an operation that was attempting to insert a stent into the nearly blocked basilar artery which feeds the brain stem. Robb had written to me a few days earlier to tell me about what he was about to undergo, and he obviously knew the possibilities when he stated, "As the doctor so succinctly said, it'll either work or you'll die on the X-ray table." Based on Robb's track record as a fiercely independent survivor, I had taken that statement as perhaps a bit of hyperbole. I was wrong. Robb is gone, with still so much left to give to his family, friends, and all of us who have enjoyed his writings on these pages since 1997.

Here is how it all came to pass, quoted from the last two letters Robb wrote to me in early May:

"I got the damned doctor-itis and it is making me grumpy. The final diagnosis is in on me, though. I have two seriously constricted arteries leading to my brain, either of which could lead to a stroke any time now. One is an operable situation with the right carotid artery in my neck, but the other is the basilar artery in the middle of my brain. It is inoperable but they are going to try a new procedure where they insert a wire cage (sort

of like a Chinese finger trap) called a stent all the way up through the femoral artery in my groin and watch on a fluoroscope as it goes through my heart and into the arteries along my spine and up into my brain. The stent is then pushed out of the catheter which inserted it and expands to open the artery and push the stoppage up against the wall.

Stents have been used for a long time in coronary arteries with great success but this brain work is tricky and is so new that there isn't enough data to put a percentage on it yet. The basilar artery is the one that feeds the brain stem and there is no bilateral redundancy like with the carotid arteries. As the doctor so succinctly said, "It'll either work or you'll die on the X-ray table." They are going to schedule the procedure as soon as possible and then two weeks later this teenager is going to do the carotid artery job which requires that the stoppage be bypassed by a plastic tube while he repairs the artery. It is not a new procedure but ain't foolproof. The outcome of that going wrong is a stroke of varying destructiveness. Somehow the rest of my arteries (including coronaries) are all OK. That's why they think this is worth fooling with. I think it is, too."

On May 13 I received a last letter from Robb summarizing what was about to happen:"

"The drama of the doctors continues: They are all (vascular surgeon, neurosurgeon, anesthesiologist and radiologist... might be a big bill) going to get together on Tuesday morning May 16 at 5:00 to watch this catheter specialist try to insert a wire mesh stent into my brain. He is the one who did the X-ray angiogram that led to the decision that I was fixing to die without all this intervention. It is strange that in all the waiting rooms I have been in during this, I am not the one who anybody with any sense at all would think was nearest death. I am here to tell you that the cardiovascular waiting room is a pitiful place. I advise you to stay the hell away from such as that.

Anyway, the procedure is relatively benign if it doesn't kill me and I'll be out of the hospital the next day which is a good thing since, on Saturday, I am supposed to do my song and dance down in Apalachicola for a group of college professors and old newspaper people. They better watch out. If the operation doesn't kill me, I'll have at least another third more circulation to my brain. Not only that, but I'll be feeling mighty reckless. You know, I have always had to pay my own expenses but they are going to put extra on their expenses for me which will help pay these dadblasted doctors. Fortunately, Jane has the most excellent Georgia teacher's health insurance and, as a boat builder, I am about as dependent as one can be, so I qualify. We'll see about all of this pretty quick and I am ready. Phooey on any limbo situations."

No limbo for Robb, like he has done throughout his life, he took his life into his own hands and chose to see it through. So it's over for him, but our hearts go out to Jane and his family who now must carry on with an enormous void in their lives.

Robb has been with us since May of 1997, almost exactly nine years, entertaining and informing us with his unique views on boats and fishing and the encroaching menace of a commercialized U.S. squeezing out those who would continue a simpler self-sufficient lifestyle.

In 1997, Robb first appeared on our pages, introducing himself and his boats to us in "Building Boats in Georgia." He followed on with "These Two Turned Out Fine" and "The Latest One," both about his little skiff boats, and then moved on to tell us about the history of "The Motor Whaleboats of Dog Island."

In 1998 he started off with "Done Threwed Together Another One," followed by "The Tin Canoe of World War II," which, of course, later became the title story of his book, *How to Build a Tin Canoe*. In an April issue he moved onto the "You write to us about..." pages in a letter taking me to task about my then infatuation with multihulls with "About That Multihull Business." Robb was a monohull guy. Fishing first appeared in "Gill Net" and then came "The Canned Ham Incident," a tale of a bizarre Dog Island adventure. "My New Boat (I Mean MINE)" was all about just that, a keeper not for sale. Finally another letter appeared, "He Got It Figured Out" commenting most favorably on Kilburn Adams' modified Sturdee Dory.

Going into 1999 Robb was well established on our pages and his first story that year was "The Catfish Story" involving a giant, long-lived catfish that hung out where the old tug he worked on at the time was docked. I believe that it was this tale that

finally cemented into place the growing rapport Robb had been establishing with our readers. He indicated this in a letter in an April issue, "Readers Very Knowledgeable," which I am reprinting in part here:

"I have had a good response to 'The Catfish Story.' A lot of your readers are very knowledgeable. They liked the picture of the old *Ferg*. They noticed that, though he is obviously old and beat up, somebody is proud of the boat. No rusty streaks, varnished wheelhouse trim, can't tell it but the brass is polished and the engine room and bilges are clean. Some wanted to know why there was no extensive puddling on the bow and so few tires, but others knew that it was a towboat and not a pushboat. They noticed the old carbon arc searchlight, the busted fore quarter bit, the paint drippings on the dinghy, the spike pole sprung in the rail, the antique radar. One man knew that it was an old picture because there were no drip boxes under the fuel tank vent goosenecks, pre-'70 he thought. I think it was about 1967."

This letter suggested to me that Robb seemed to have decided that he was not wasting his time writing for us, that you were a receptive readership, and so he launched himself into the next six years with over 100 articles and stories, for none of which did he receive payment (we don't have the resources to pay for articles). Virtually all comments from readers about Robb's presence on our pages over those years have been favorable (mostly notes on renewal orders), save for a few who did not find Robb to their liking. I published these few contrarian viewpoints so that they could speak their piece but they were insignificant in the groundswell of approval.

Robb and I never met, we had planned the long overdue meeting for this fall at the Mid-Atlantic Small Craft Festival, and we spoke over the phone only a few times. We did carry on a voluminous correspondence

and it was this that established our own personal rapport, we shared viewpoints and experiences on so much in our lives, past and present. We are going to sorely miss Robb's presence in our lives, the weekly (sometimes more often) Priority Mail packet from him with letter and stories within, was always eagerly opened first when the mail came.

I expect that you will miss his presence on our pages after the next couple of issues in which his last contributions appear. One will be his report on the Apalachicola Show, but a note at the end of his last letter stated, "Cedar Key was very interesting. The fly-wheel fell off our outboard motor. I'll send you that story next." Sadly now, this is a story we'll never get to read.

But our collective loss is as nothing compared to that of his family, Jane and sons Wes and Sam and their wives, the seven grandchildren, and his sisters. Just as this terrible news overwhelmed us, we received a letter from Rex and Kathie Payne of Indiana, who travelled 1,900 miles to attend Cedar Key where they met Robb. They wrote: "Robb was delivering one of his sport boats named *Swann Song*. I asked if there was any significance to the name. He said he next has seven grandchildren that he will be building boats for. Lucky kids."

It's so sad that now this can never happen, that Robb will never build these boats for his grandchildren and the kids will never revel in the boats that their grandfather built for them. He's gone far too soon, with so much left to share with those near and dear to him.

For those of you who might wish to express to Robb's family some indication of what pleasure Robb brought into your lives on these pages, you can write to the Robb White Family, P.O. Box 561, Thomasville, GA 31799.



# You write to us about...

## Activities & Events...

### Take a Speedboat Ride

Summer's here at the Antique Boat Museum in Clayton, New York, and you can take a speedboat ride, row a skiff, see hundreds of antique boats, and tour a 110' gilded age houseboat 9am to 5pm daily.

Special events of interest include the 9th Annual Festival of Oar, Paddle, and Sail on July 15, the 42nd Annual Antique Boat Show and Auction on August 4-6, and the Antique Raceboat Regatta on August 18-20.

Regular admission is still only \$12 adult, \$6 children, with a \$20 charge for the one-hour speedboat ride. Full details at [www.abm.org](http://www.abm.org) or call us at (315) 686-2775.

The Antique Boat Museum, Clayton, NY



## Adventures & Experiences...

### A Long Shared History

Thank you so very much for publishing the article on my Gunning Dory in the April 1 issue. I received numerous phone calls and emails full of positive comments and approval and I believe that some sales will come from the exposure.

I have said that I would only be able to build six of them in 2006, and five of them are sold already, the first four to Melonseed customers who said that they simply want one sight unseen! How gratifying. I feel so good about this boat and know that while it is only a simple rowing boat, it is a truly fine boat and it will afford great satisfaction to those who use them.

Your ongoing support of my enterprise is sincerely appreciated. We share a long history over the past decades. The stories and updates you've published on each of my boats, the Swampscott Dory, Melonseed Skiff, and now the Gunning Dory, have been appreciated and helpful. I always offer praise for, and recommend, *Messing About in Boats* whenever possible. Like you appear to, I find my work a grand way to pass my days in this lifetime.

Roger Crawford, Humarock, MA

**Editor Comments:** Roger was building his boats when I started this magazine nearly a quarter century ago and he still is. Like us, he is still just a small shop producing a product that has attracted sufficient customers to keep on doing it his way.

## Opinions...

### Robb Says: A Matter of Scale

In reply to Brian Salzano's criticism of my "rapturous Evinrude Lightwin Weedless Three article" in the March 15 issue, I agree with him... especially the last paragraph about exceptionalism... with regard to piggishness. The thing I don't agree with is the automatic assumption that the pollution from running small two-stroke engines is a significant destructive factor. My little three might put two fluid ounces of oil in the water an hour. I don't think that little bit spread over about five miles will do any damage in my pond.

I have done some experiments which I wrote about in *WoodenBoat* about four years ago. I put a little two-stroke oil in this little pool we maintain in the back yard as a mosquito trap. It has some plants (*Elodea*) living in there and some little mosquito fish (*Gambusia* sp.) and even though there was a visible sheen of oil on the surface for a little while (which never happens behind my Lightwin) neither the fish (which are top minnows) nor the weeds (which only thrive in clear water) suffered any noticeable damage. I think pollution from two-stroke outboard motor exhaust is only significant when it is done in quantities that overpower the capability of nature to deal with it.

My arrogance with regard to our own family place is an indicator of the great pride I have in our exceptional environmental consciousness. Our place is one fragment of fewer than 2,000 total acres of virgin longleaf pine ecosystem left in the world. If we had taken the advice of "experts" in forestry management our woods would look like the hundreds of thousands of square miles of wretched planted pines that cover the whole South. We have paid the taxes and taken good care of the woods (and water) ever since 1886... might have done more good than harm. Who knows?

Robb White, Thomasville, GA

### Brian Says: The Problem is the Aggregate Result

I understand where Robb is coming from. Every human activity produces a waste stream, the issue is recognizing what level of effluence the environment is capable of absorbing without deleterious effect. I can accept Robb's claim that his activities surely are not harming his local surroundings. The problem is that everyone works under the same understanding and the aggregate result is disaster. The impact of a single two-stroke engine can't even be measured in the real world. But the impact of 10,000 two-stroke engines will tip the balance in a small lake or estuary.

It's a classic illustration of the Tragedy of the Commons that I wrote about in my recent book review (June 1). The utility offered the owner through his use of a single two-stroke engine far outweighs the cost of it effects. More, the utility is wholly enjoyed by the owner but the costs, whatever they may be, are shared by the public at large. Therefore, the only rational decision possible for each and every operator is to continue using their two-strokes. In aggregate, a disaster is permitted to unfold because each player bears too small a fraction of responsibility to warrant individual action. The relationship is no different than mine with my car.

I've read Robb long enough to know that he behaves responsibly. I would just like to take this opportunity to remind him that everyone has certain shameful secrets that they ought not advertise to the public at large.

Brian Salzano, Patchogue, NY

### Robb Says: A Horsepower Tax is Needed

Brian is right about two things. One is the impact of the pollution from our individual pleasure being borne by the whole rest of the world. The other is that he and I are on the same side in this. I don't believe in doing a world of damage just for pleasure. The difference between our views with regard to two-stroke outboards is just that I believe the government science is flawed. I think they are straining at the gnat of two-stroke outboards that burn less than half a gallon of gas an hour and swallowing the camel of 200hp four-strokes which burn some 20 gallons an hour.

I believe (know) that two-stroke outboard oil is a relatively benign substance compared to the emissions from any petroleum burning engine no matter how it is lubricated or how refined its pollution controls. It is just a matter of degrees of damage. The "responsible" environmentalist smugly driving his hybrid Prius is just less guilty than the oblivious soccer mom smugly wheeling the mammoth SUV to WalMart to shop for a bargain in a new cell phone battery. Both of them are contributing many cubic yards of unnatural stuff to the atmosphere even if the exhaust is so clean (which it isn't) that the pollutant is just carbon dioxide.

Right this minute the little fan on this computer automatically started because I was typing so fast the guts got hot. Somewhere a coal burning power plant emitted a little more mercury to settle into the sea because of that. Maybe I should only run a battery powered outboard motor...

I have offered a solution before in *MAIB* and I'll offer it again. What we need is a universal horsepower tax. The ability of the government to do anything else well is in doubt but they do know how to tax. The horsepower tax needs to work geometrically and be applied to every energy consuming thing in the world. It ought to cost you a dime extra to buy an electric shaver and three cents for a light bulb. As for luxury items like outboard motors, 1hp should cost a buck a year, 10hp \$100. A 100hp motor should cost \$10,000 per year. What these yahoos are after is status. Sell it to them and use the money to figure out some way to store nuclear waste.

Realistically the population of this country (at least) is becoming stupider and more helpless at about the same rate as the tax proposed above. It is the direct result of environmental slack conveyed by the technology of petroleum. If petroleum were to all evaporate right this minute, a big percentage of the population would have to die, particularly in advanced civilizations like ours. Not only would all those enormous tractors have to stop running, we would have to start back using manure for fertilizer. If we had to live off the naturally grown produce of this good earth we would be in a fix. As Eddie Murphy said, "We brought this stuff on ourselves." Somebody else said, "He who is without sin among you, let him first cast the stone."

Robb White, Thomasville, GA

### Zenith of Outboard Development

Reports are coming in about finished sport boats from our plans. I guess those old Yankees are finally thawing out enough to move. One man wrote a real "Grandfather and the Honey Tree" style story about his. I told him to send it in to you. I would tell it myself but I don't think the shaky state of my credibility could stand it. Anyway, a nice messer (John Carter) up on the St. Lawrence finished his. He plans to run an old Evinrude Fleetwin on it and has encouraged me to write up all those old motors they built back in the early '50s. There were only four: Lightwin 3, Fleetwin 7.5, Fastwin 15, and Bigtwin 25. John believes (and I agree) that those were the zenith of outboard motor development. I'll start researching. Hell, I may haunt the eBay for an old Fleetwin of my own. I had one when I was a boy.

You know I know Allan Horton who wrote the letter about how his beloved Lightwin got stolen. He is a real nice guy. He has one of the prettiest big inboard motorboats I ever saw. Them people up in Maine who think there isn't anything as pretty as a lobster boat need to broaden their horizons. There have been some exquisite old boats from the South.

Robb White, Thomasville, GA



## This Magazine...

### A Few Comments

Keep up the great work! A few comments

1. In my opinion as a retired Naval Architect/Mechanical Engineer, Tom Jones surpasses all others for breadth of practical knowledge and practical advice to decide what you want, materials and methods to build, and how to use. His three books are based on his designing, building, and using many types, from wheelbarrow prams to kayaks to little sailers to low resistance powerboats to multihulls up to 28'.

He visited all the prominent designers here and abroad and transferred to books what he learned. He sailed his catamarans and trimaran transatlantic several times, once through a hurricane which badly damaged larger monohulls nearby, but he and his wife came through with an undamaged boat and were much more comfortable. Unexpected lessons in seaworthiness found nowhere else.

He wrote for magazines. His three books, available used on Amazon, are: *Low Resistance Boats*, 2d Edition renamed *Boats to Go*; *Cruising Multihulls*; and *More Plywood Boats*.

To give high credit elsewhere on your pages, Phil Bolger is more prolific and ingenious than any other designer and freely discusses any shortcomings, which NO established Naval Architect would EVER do. His knowledge is encyclopedic. The only shortcomings I have ever seen are occasionally skimpy lateral stability and multihulls which need more beam.

Without Howard Chapelle, almost everything boat and ship would have been lost. Dave Gerr's *Nature of Boats*, *Boat Strength*, and Larssen/Eliason's *Yacht Design* succeed Skene's *Yacht Design*. L. Francis Herreshoff's response with *Common Sense of Yacht Design* and Francis Kinney's update of Skene. (L. Francis continued the work of his father Nat to make tall modern rigs hold up to strong winds through better mast/shroud design. L. Francis was incensed that Skene, a common draftsman, could produce such a good book, so countered with his own.

Jim Wonnell, Merritt Island, FL

### Thumbing Through the Ads

Putting aside the wonderful content of your magazine, I must tell you that I often pick up an old copy of *MAIB* just to thumb through the advertisements and dream. If I could just wish into my possession any one thing presented in your ads, I'm thinking that Stickney's 10' Lawton yacht tender would be it. The catboats from Marshall and Arey's Pond are always attractive and I have almost called for information on the Hawthaway Rob Roy. Purchases from Shaw & Tenney litter the cellar and boat shed. I have purchased plans from the Duckworks and a pulling boat from Bay of Maine Boats. I've wanted to visit Fernald's but the roads around eastern Massachusetts are so intimidating I have not yet got there. Bolger has sent plans for a steam launch hull, and one year at the Wooden Boat show I ran my hands over the porcelain surface of a traditional marine wood stove but my billfold did not leave my pocket.

I have visited the Mystic River Boathouse and purchased all kinds of accoutrements from the Wooden Boat Store. The business cards from Baldwin in Killingworth have caught my eye but I still have a one-year supply of my old ones to use up. White's sport boat is intriguing but I keep hoping I will find an original aluminum model setting in a field, overgrown with vines and available for \$50. The canoes of Chesuncook are only a few miles through the woods from my house but I have not yet got there to take the tour. Maybe this summer.

But I must tell you straight out, Bob, I have no plans to purchase anything from your newest advertiser, Mr. Griffith's Woodworks. Certainly, some day I may need his product, but I will let my surviving relatives make the purchase. Well now, just let me think a minute, is his product watertight? Could he leave the top off, add a set of oarlocks, and make the front a little more pointy? Hummm. I see he is also along the Massachusetts

coast. Maybe I could visit him and Fernalds in the same day.

Kent Lacey, Old Lyme, CT

**Editor Comments:** Davis Griffith is an amateur boat builder who belongs to the local TSCA Chapter in Salem, Massachusetts. At a meeting at which I spoke he asked me if I would accept his advertising for coffins and I said sure, why not? It appears that he has been refused by some local publications.

### Amateur Builder Contact List?

I'd like to offer a suggestion. In your April 1 issue you had a letter from Ian McNeil of Doylestown, Pennsylvania, who mentioned that he is building a Duck Trap Wherry. I have a Duck Trap myself and would like to swap ideas with Mr. McNeil. Maybe you could start up a department where owners of various types of boats could make contact with one another.

Parnell Walsh, Nanaimo, BC, Canada

### I Do have a Gripe

I hope you live to be at least 100 and remain able to publish and edit *MAIB* that long. I do have a gripe, however. At first I really found Robb White's articles very entertaining. Some of that has worn off since I now feel he is mostly relating experiences, not any useful information. Still not bad.

Here's the gripe: He has used the first and (almost) only vulgar and obscene language I have seen in *MAIB*. He has slipped some pretty vulgar stuff by you, and I don't mean simple hells and damns, not that they are acceptable. This bad language serves NO purpose and only demeans a really great magazine. You can edit this out with no loss to the articles. I am expressing this strictly from a position of maintaining the high class of the magazine, and not from a religious, faux puritan, or moral stance.

I really like Hugh Ware's "Beyond the Horizon."

Bill Narby, Hammondsport, NY

### Cradle of the Deep Review

I enjoyed the March 1 issue review by Russell Lahti of *Cradle of the Deep*. I first read this book in 1929 when I was 13 years old. Then Corey Ford's wonderful parody of the book, entitled *Salt Water Taffy*, came out with its heroine June Triplett and all her adventures growing up at sea; playing strip poker with the rough male crew, trying to make a whale sick by feeding it pea soup so she could collect ambergris, along with many other spoofs of Joan Lowell.

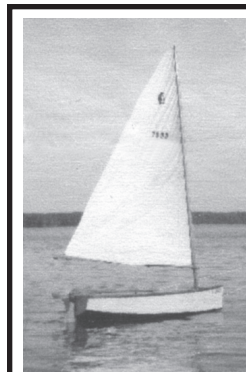
Keep your great editing coming!

Mac McIntosh, Dover, NH

### No Dad Gum Fatuous Prolixity

When I get my copy of each issue I turn first to Phil Bolger's article. Phil is in a class by himself. Then it's on to "Shiver Me Timbers." Here I won't find any dad gum fatuous prolixity often encountered on other pages, just lots of laughs. The writing is first rate.

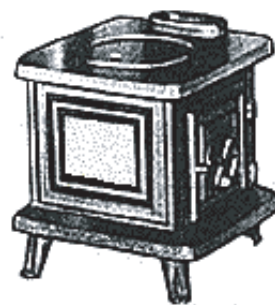
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When I called to request a book to review, Bob Hicks explained that he didn't have but two books left. One was Richard Ulian's *A Sailor's Notebook*, which I chose, not expecting much as it clearly wasn't pick of the litter, as they say. But it sounded like it might be an easy read, and besides, I'm always ready to hear what another sailor thinks about the sport. I was pleasantly surprised to find the book not only an enjoyable, sensitive narrative about Mr. Ulian's sailing experiences, but also a very compact and informative tutorial on the essentials of sailing. It accomplishes handily in 160 pages what I believe the author sets out to do, it tells a story about small boat sailing in simple, easily absorbed terms using common examples and analogies a beginner can quickly grasp.

Mr. Ulian bases the majority of his anecdotes on adventures with *Tirza*, the Wianno Senior he eventually procures in 1965 as his story develops. For those not familiar with the Senior, it is a gaff-rigged, 25' keel/centerboard one-design class boat named after Wianno, a town on the south shore of Cape Cod. Ulian's *Tirza* is hull #7 of its type and was completed by the Crosby boatyard in Osterville, Massachusetts, in 1914. Later in the book Mr. Ulian points out several interesting historical facts about Crosby's and the Senior and mentions perhaps the most famous example, JFK's *Victura*, which is on permanent display in Boston in front of the Kennedy Library.

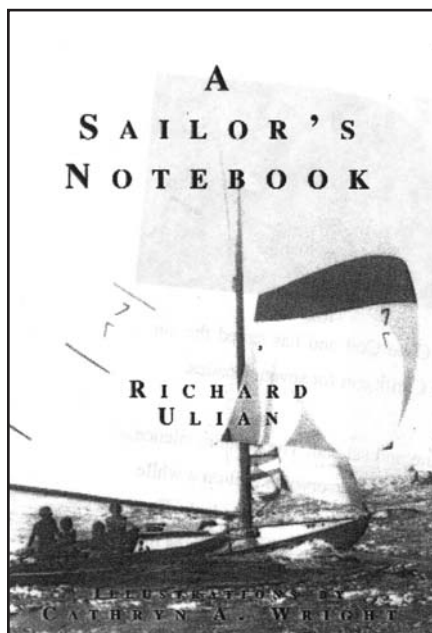
"Why sail? Or row, paddle, or mess about in a small boat at all?" the first sentence philosophically asks, starting the book off into a brief history of yachting which includes some famous as well as infamous events. Then the second chapter, "Sailing is Simple," lays down the major theme which, the next dozen or so chapters, develops by introducing the rudiments of sailing and small boat handling in very convenient bites. Topics appear in logical order and, taken together, comprise a syllabus a knowledgeable sailor could confidently use to instruct a beginner or to explain what's going on while daysailing with an enthusiastic neophyte. Ulian's creative gift to us is the way he weaves the chapters together into an interesting story which reflects both his veteran experience as a sailing instructor and his love for simply being waterborne.

The technical angles are economically yet amply covered as are the seamanship and judgement sailing requires, particularly when leaving the safety of your local anchorage in a small boat. I especially like the emphasis the author places on preparation for a trip away, starting with weather observation, awareness of tide and current information, gear preparation and, most importantly of all, sober awareness of the boat's and one's own limitations. He even offers interesting and instructional things to do on windless days or when the conditions are too boisterous for a comfortable sail in open water. The balance of the book gives us anecdotal, historical, and geographical information I found to be both new and interesting. I think anyone not steeped in Cape Cod lore and local knowledge will find these later chapters fun reading as well.

I found little to quibble with while reading *A Sailor's Notebook*. The technical aspects of his prose are all in order and the author's writing style varies enough to make the book an enjoyable read, reading more



## Book Review



### *A Sailor's Notebook*

By Richard Ulian  
Rich Publishing Co.  
P.O. Box 354, Cotuit, MA 02635  
2004 – 160 pages – softbound – \$14.95  
ISBN 0-442-28789-5

Reviewed by Chuck Yahrling

like a short story than a how-to book. The only minor criticism I can make, strictly my own opinion about stylistic issues, is that recent updates to some of the minor facts are occasionally brought out parenthetically (in brackets, actually, as the title page announces) instead of in reworked text. I'd rather not be brought up short by the announcement of a new fact that may require me to go back and re-read something else I've just absorbed. However, the instances of this are few and most readers probably won't notice.

Summarizing, I rate *A Sailor's Notebook* to be a work that demonstrates excellent grasp of the subject matter and a knack for storytelling. It offers a lot of good information for all experience levels in a deceptively small package. Its charm is in its simplicity and the uninterrupted continuity of the story line, and I would not hesitate to recommend it to experienced friends or beginners.

It's a neat book that I plan on using teaching sailing students. I'm going to see if we can stock it at Hamilton Marine in Searsport, Maine, (my day job) so I can suggest it to store customers. It fits a niche the other books we carry just don't quite fill.

If you Google Richard Ulian you will find a handful of references to the author. Some refer to the book's previous (copyright 1982) hardcover title *Sailing: An Informal Primer*.

After getting a Google hit on Ulian at their site (moy.org). I contacted the Museum of Yachting bookstore in Newport, Rhode Island, where you can buy *A Sailor's Notebook* from the museum gift shop at (401) 847-1018 or www.moy.org. Since then I've received calls back from Loraine Byrne of M.O.Y. and then from Ulian himself. He says the book should be available in most Borders book stores in New England as well as other book outlets in the area. The M.O.Y. website also mentions that Ulian has now donated *Tirza* to the permanent collection. She's being spruced up for display later this year.

### A Second Opinion

When I pick up a book with an interesting cover, I sometimes leaf through to a chapter heading that interests me. That happened with this book and the drawing by Cathryn Wright for the chapter "Wind and Calm." Immediately obvious was the quality of writing, the engaging style, explanations are clear and descriptions are delightful. Hints are added appropriately that make sense. His philosophy of how to enjoy a sailboat without use of an engine is somehow most agreeable.

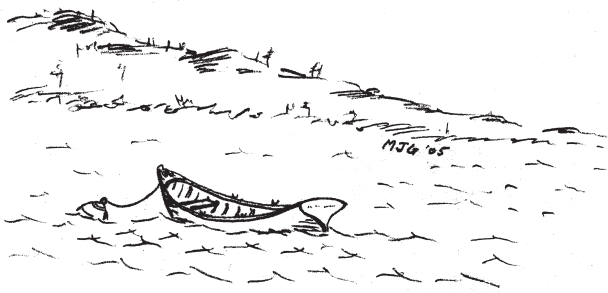
The hook was set, so another chapter was chosen and the first chuckle a good sign. More humor and the author had another convert. If one wishes to be convinced that sailing is fun and not hard to learn, this book beats all the stuff you get in classes such as the Coast Guard Auxiliary introduction courses. First there is humor, and then the descriptions and explanations are first rate. The style of writing makes one confident that one can learn! For this alone I heartily recommend reading *A Sailor's Notebook*.

Richard Ulian has reissued a biography of a Wianno Senior and his experience with her. His personal experience in teaching sailing for 50+ years is brought forth in the opening chapters and the manner he communicates sailing experience is gentle. The range of topics is extensive and the chapter lengths are short. His experiences in owning and maintaining an older wooden classic sailboat will resonate with many old salts.

I would like to note that there was no mention of reefing in the book although it would have been appropriate in the chapters "Danger in a Small Boat," "Sails," or "Too Much Wind." Being able to modify sail area is important in seamanship and small boat handling.

Additionally my personal preference for having two anchors conflicts with his dismissal of the Bahamian moor as "may be a cure worse than the disease." A two anchor moor can allow a smaller circle of swinging room similar to the majority of moorings found in our increasingly crowded harbors. Having a second anchor ready to use and instantly available could be your best insurance.

It will be a pleasure to explore the south side of Cape Cod and hopefully to meet Dick Ulian someday. I feel that he is an excellent teacher who inspires confidence.



## From the Journals of Constant Waterman

By Matthew Goldman

There's nothing more amazing than entering New York City in a little sailboat. Our Cal 34 feels like a bathtub toy. Having motored upwind from Connecticut past Sands Point and Hewlett Point and rounded Throgs Neck, we enter the East River, a 14-mile crooked strait separating Long Island from the City. We pass beneath Throg's Neck Bridge, then the Whitestone Bridge. Here's Riker's Island with its gloomy penitentiary, to the south is La Guardia Airport. Just ahead is the railroad trestle across Hell Gate, a sensual arch surmounting a 1,000' span. We pass beneath the Triboro Bridge and, looking to starboard, can see up the Harlem River. Its footbridge is carefully painted purple and yellow. Ahead are the bridges connecting Manhattan to Brooklyn; the Queensboro, the Williamsburg, the Manhattan. Traffic thunders above us.

The lower River is serried with piers and rife with water traffic. The din of the City is overwhelming. Here, to port, is the Brooklyn Navy Yard, decommissioned in '66 and now a commercial complex. Just ahead is Roebling's amazing venture, the Brooklyn Bridge, in 1883 the longest suspension bridge the world had seen. But it isn't safe to gawk too long, here comes a freighter right at us. Prudence dictates giving her right of way. Her keen stem springs with tree-like grace to at least the height of our mast. We slip by 800' of pulsing steel and realize how diminutive our boat is.

Now we are past the financial district, abeam is Battery Park, the very tip of Manhattan, and, suddenly, 20 square miles of New York Harbor open wide to receive us! Water traffic abounds, ferries and tugboats scuttle in every direction. To port is Governor's Island. To starboard, the mighty Hudson River empties its mile-wide waters. Up the west shore of Manhattan jut massive piers, scores and scores of piers. The produce and manufacturers of a hundred nations are being offloaded to tempt the ten million appetites of the City.

Transatlantic cruise ships, smart and luxurious, keep company with enormous freighters streaked with rust and guano. An outgoing vessel blows three long shattering blasts as she backs into the Hudson and two attendant tugboats grunt and strain to turn her prow towards the sea. An aircraft carrier is anchored off New Jersey, at a mile the men on her deck are so many ants. Two Russian freighters are rafted together, waiting on their assignments, Cyrillic figures adorn their lofty bows.

And there stands grand Miss Liberty, gift of the grateful French people. The arm that bears her torch shall never tire. Behind her, just upstream, is Ellis Island. A ferry, astern, screams loudly in indignation as a square-rigged brig leans silently up the Harbor. We haul up our sails. Zephyr is there to fill them and we gently heel as we reach south towards The Narrows, gateway to the Atlantic. To the west is the borough of Richmond. Staten Island. To the east, the borough of Brooklyn and old Fort Hamilton.

Above us rears an engineering marvel, the Verrazano-Narrows Bridge. At its completion in '64 it boasted the greatest suspension span in the world, 4260'. Its decks are over 200' off the water. The two massive towers are 70-story structures. As we pass beneath this modern Colossus it daunts our frailty, thrills our imagination. Now we cruise down the coast of Staten Island, the Verrazano remaining in sight for mile after mile. The day has worn and we set our course for Sandy Hook, New Jersey. New York City? We were so busy sightseeing we forgot to eat our lun...

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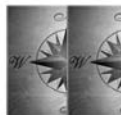
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Jane and I went down to the Gulf Coast Small Craft Festival at Cortez. You know, accuracy and completeness somehow escape my level of concentration. I think that's why my knowledge is so spotty. I guess I become fixated on some little thing and miss the passage of the whole rest of the world. This coverage of Cortez is a real good example of that.

The town of Cortez is a real anachronism. It is a little "old Florida" town right in the middle of the Sarasota, Bradenton, St. Petersburg, Tampa, Clearwater, Tarpon Springs continuum of big-deal Florida, that Florida with super high priced waterfront real estate and property taxes so high that they just plain prohibit inhabitation by anybody who is not anxious to display how much he loves conspicuous consumption. As I said, I don't know all about anything but it appears to me that somehow Cortez has thwarted all that. There it is, dirt streets, little houses, small businesses, and (get this) commercial fishing boats completely surrounded by Ostentation City. Maybe they are the only antidisestablishmentarianism in the U.S.

Driving from Bradenton through Cortez is a real startling experience. For one thing, a six lane highway (completely clogged with traffic) dwindles to a two lane, potholed SUV trap at the city limits. So we drove the raggedy old, loud, diesel Dodge down there pulling the Rescue Minor. It was an uneventful trip. We launched the boat into the Manatee River in downtown Bradenton from the yard of a very kind man so as to avoid the boat ramp melee. I don't know what it is like up by y'all, but I believe commercial maritime interests have influenced Florida to practically eliminate public boat ramps. I guess the politicians and bureaucrats can't collect property taxes on the three million bucks worth of real estate they occupy. The few that are left are all so crowded that it is almost impossible to put in even on weekdays and, Saturday... whoooo.

We ran the seven or eight miles around the point and in between Anna Maria Island and the mainland to Cortez. The tide was sort of low and the water was very shallow and we raised some eyebrows amongst the flats-boat crowd fishing along the edge of the mangroves. You know the average Floridian runs in a pack like a teenager (if one of them pulls his or her britches down so you can see his or her butt and underwear, they all have to do it, too).

A very popular writer named Randy Wayne White wrote a bunch of books about a detective who had one of those overpow-

## Cortez as I Saw It

By Robb White

ered, jack plate equipped boats like professional fishing guides use in Pine Island Sound to take tourists fishing on the flats and now every fool in Florida has a flats boat just like Doc. Flats boats are very low in the bow and have a platform over their enormous motor for the guide to stand on and pole while the sport fishes. They are popular even where there aren't any flats and get caught out when it breezes up and a flats boat is no sea boat. They are self bailing so they won't sink but they will flat throw water when it is rough... have wet any number of yahoos to the skin right through their Cabella's togs and... they won't run anywhere near as shallow on the flats as Rescue Minor, which is a good sea boat but, of course, it won't run 75mph and burn 20 gallons an hour and that's what is required to demonstrate conspicuous consumption.

So we rounded Cortez Point and there were so many little boats sailing, paddling, and rowing around that it was amazing. I couldn't begin to make a count but there were a lot of them. We nosed up to a dock (which the town of Cortez had arranged for the festival) and tied up. I took the engine box off so people could examine the jacklegger and Jane and I started wandering around. We knew a bunch of the people because this was our third trip down there and the small boat community is very close knit.

There were a lot of boats in the parking lot, too. Steve Kaulback was there with several of his exquisite Adirondack Guide Boats. I was very interested, not only in the boats (which I had never seen), but to actually lay eyes on a man who is making a living building skiffs. I don't know how many of those there are but he is surely one of them. You know Andy Rooney of "60 Minutes" has a Kaulback Guide Boat and that old opinionated booger would surely scoff at anything that was not absolutely perfect. They are beautiful boats.

Like I said, my eye and mind were so boggled by the vast variety that I missed most of it but one thing I did not miss was an old raggedy hydroplane on its trailer. I learned enough gossip to find out that it had been sitting in a warehouse ever since back in Prohibition days. I was most attracted by the enormous engine sticking way up out of the top of it. It had naked rocker arms to the

valves and that kind of thing will draw me like a magnet. Turns out that it was a V-8 Curtis OX-5 airplane engine built in 1916.

I won't go all into all the details of every one of its peculiarities but those engines were water cooled with monel jackets brazed directly to each cylinder. The valves were activated by both push rods and pull rods all sticking out naked as a jaybird. This one was distributor fired but they had magnetos when fitted into an airplane. The big old Zenith carburetor had been moved from the original aircraft position hanging down below the engine so it was up top where somebody with some sense would put it. It was obvious that whoever had jacklegged that engine into the boat had plenty of sense and very little regard for conventional mechanical wisdom.

What am I saying? There was no conventional mechanical wisdom back during World War I. I mean, those were the days of rotary airplane engines where the whole engine spun around with the propeller attached rigidly to the crankcase and the crankshaft flange bolted to the firewall. Reckless machinery dominated that era and this boat was a real good example of how far some people would go. The engine drove a universal joint drive shaft to a gearbox way up in the bow. The propeller shaft flanged onto the aft facing output shaft of this box and went the whole length of the boat and out a stuffing box right in the stern and hence to a strut that stuck out at least 3' behind the transom. The rudder in the front of the boat was steered by what looked like the complete setup out of a Model T... a 1927 Model T one man determined from looking at the steering wheel configuration. It was a peculiar setup all around and had the interest of quite a crowd.

I carefully examined the people who displayed the most interest. Most of the yuppie style people with their designer sunglasses and cell phones just strolled right by with hardly a glance. But one group who trotted straight for the old boat (named *Empty Pockets*) was made up of elderly senior citizens (mostly men) who still remember when mechanical genius was in full flower before everything imaginable was available ready made. The other group was little children (mostly boys). They were fascinated. The young guy who owned the boat let kids climb all over it and they did. They sat on the tiny board seat right up against the transom and turned the steering wheel, wiggled the rocker arms and pumped the primer pump and familiarized themselves with the controls.

On the road again.





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A medium Abaco.



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Dennis Bradley's Egret



Finally one guy said to the owner, "I wonder exactly what it would take to make it run?"

"Just get that kid out from in front of the port side exhaust pipe and I'll show you." He climbed up into the stern and poured some gas in the large primer cups on each intake manifold, pumped some on the primer pump, retarded the spark, and stomped the starter and a primitive Bendix engaged the worn teeth of what was obviously a ring gear from some old car and the engine began to slowly turn over. The valve rockers began a slow, sequential wiggling and a loud exostulation and black smoke exploded from first one exhaust and then the other and the old engine started to run.

As it settled down to the slow, regularly irregular idle peculiar to completely unmuffled aircraft engines, the sheet metal airplane exhaust manifolds began to heat up, oil began to burn off, and a white cloud wafted off across the parking lot amongst the tourists. Smoke wasn't all, either. The owner

advanced the spark and fed the ancient engine a little gas and she turned up to the full 1,400rpms and the sound filled the whole town of Cortez. It was more like something transmitted by a solid or heavy liquid instead of the vibration of air.

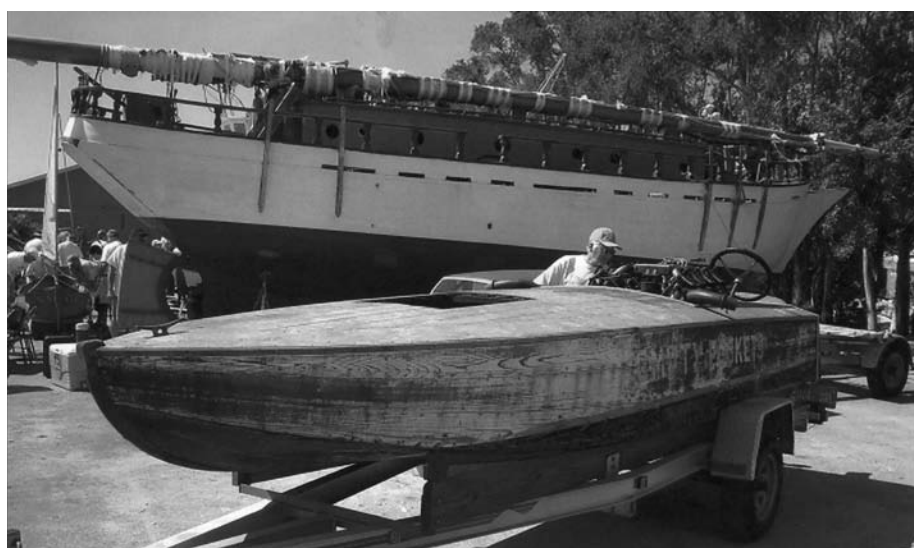
After that we fired up the Rescue Minor and went to watch all the boats out in the bay. They were sailing all over the place in all directions. One man came by us in a canoe smoking a well lit cigar as big as the turd of a Labrador retriever. I thought he had a steam engine in there at first. There were at least five "Abaco dinghys" and I was able to reinforce my previous observations that the primitive sailboats of the tropics will stay with most anything and beat a lot of them. We assumed that these boats were just sailing around for the hell of it but finally we heard the bleat of a Freon horn and spotted the committee boat. It was a 13½ Boston Whaler absolutely full of officials. Those boats were all in a sailboat

race! There were about six or seven classes and despite the free-form look of it, all that was organized. Of course, before long the organizers ran out of Freon and just sat in the committee boat dangling their legs over the side into the water. It was, by far, the best sailboat race I ever saw.

I did my little song and dance at a most excellent supper the citizens of Cortez had cooked up. There were maybe 150 people in attendance. Just as an experiment, I told a political joke to see how many of them would walk out. They had all eaten already so they had gotten their money's worth anyway but none of them stomped out, which was surprising considering the official political make-up of the state of Florida.

As soon as we got back home I trotted straight for my airplane engine book (*Aircraft Piston Engines*, by my good friend Herschel Smith) and looked up that old engine. Glenn Curtis (who was the Wright's first competitor) designed the engine in 1910 to power the first government trainer, the Curtis JN-4 "Jenny." Herschel said, "A JN-4 topped out at 75mph and its rate of climb was best described as imperceptible." A JN-4 constituted a standard of performance that was easily exceeded. World War I came along and the whole industrial strength of the U.S. was turned (can we do it now?) to make the machinery of war and Curtis made so many OX-5s that there were a whole lot of them left over after the war and people put them into race cars, boats and other airplanes.

An OX-5 weighs about 400lbs and only gives 90hp. Herschel, "How did these unrefined planes fly as well as they did on OX-5 power?" The answer lies in the fact that the OX-5 was a 1,400rpm engine. Torque, not horsepower, turns the propeller and produces thrust. The OX-5 swung a big propeller. It may have only had 90 horses, but they were big horses."



Empty Pockets



Examination...

A little fire...



A little gas...

Ha!



## Robb Was There

By Herb Grover

We saw the ad for the Small Craft Festival in Cortez and thought it would be great to hear Robb White. We all went over and enjoyed the whole event. I couldn't pick Robb out of the crowd because I was looking for a guy in suspenders. As soon as he started to talk I knew we had the genuine article. I wasn't close enough to him for my flash to work but here's a shot of Robb telling his stories.

Saturday, April 22, was the day for our Norumbega Chapter of the Wooden Canoe Heritage Association to return to the Squannacook River in central Massachusetts for what is our annual whitewater run, enjoying the fast running river during the spring run-off. With the snowless winter and dry spring, the only missing ingredient was the spring run-off.

Normally in April the water is crashing over the Mason Street Dam in West Townsend as it has every year almost forever. This April the dam had just a trickle going over one corner, as it usually is in August, and the river levels below the dam were a good 3' below normal. It was obvious at the start that this was going to be a lift and drag adventure.

Norumbega paddlers John and Brendan Fitzgerald paddled their 18' Old Town Guide, Dave Morrisson and Larry Meyer were in Dave's 16' Prospector, and I used my red 16-footer off the form. We started out as scheduled at 8:30am with some concern that there would be enough water along the way to float the canoes.

Within 100 yards of the launch site we ran into our first obstacle, a blown-down tree that we were able to squeeze under (just barely). This was the first of dozens of downed trees that blocked our downstream progress. The Squannacook always has its share of downed trees but this year there was really a bumper crop. Some we were able to get under, a few allowed us to sneak around at one end or the other, some required a

## April on the Squannacook River

By Steve Lapey  
Photos by John Fitzgerald

liftover, and others left us with no alternative but to get out, carry around, and put back into the river to continue. One good thing about the Squannacook is that the terrain along the river banks is such that almost anywhere along the river, once you get above the river bank, there is open and level land to portage on which makes it relatively easy to get around these downed trees.

In addition to the natural blockages there was one dam that presented a mandatory portage, making a total of ten actual "pick it up and carry it" portages that we had to do to get from West Townsend to Townsend Harbor, where we arrived at a little past 2:00pm.

Adding to the day's fun was the appearance of about 50 canoes and kayaks with their paddlers running the Townsend Lions Club's annual canoe race. These racers started out above the Mason Street dam at 10:30 and the leaders, the first two boats, went past us before 11:00 blasting down the river at speeds that appeared to be impossible. Apparently these guys do this sort of thing on a regular basis in canoes that are long and narrow, designed for this sport. The next group of racers started coming past us about

a half hour behind the leaders, it was fun to watch them dragging their boats over the trees and along the portages.

Someone saw us carrying our canoes on our shoulders and wondered aloud, "That's a different way to carry the canoe." Oh well, it takes all types. They were all having fun and enjoying the outdoors. Interestingly, they were all soaked. There was not a single team that I saw that made the entire trek without a little swimming!

Our take-out in Townsend Harbor was at the same place as the finish line for the racers. As we arrived at the landing the race officials were a little confused by this small group of non-participants mixing in with their racers, but they were no more confused than we were.

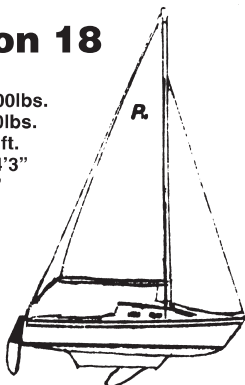
At the finish line we were joined by Norumbega members Tom and Chris Heys. They had entered the race and finished respectably in their 15' Old Town 50lb special. That little 15-footer didn't stand a chance against the leaders in the race but we all agreed that it was the classiest canoe running, regardless of their time.

Next year we will schedule the Squannacook again because whatever the water levels are and how many obstacles there are, this is one of the prettiest little streams in the state and it is not to be missed. This low water situation is probably a once in a blue moon event and our future expeditions will be more like the whitewater we were looking for.



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Now that I've retired, I prefer to do my cruising in the off season when the weather is cooler and most of the go-fast boats are off the water. Of course, cruising in the off season meant that sooner or later I would have to deal with some really cold and nasty weather. It became obvious that if I didn't want to spend time freezing my butt off in a cold, open cockpit, I was going to need a new boat.

What I wanted was a one-person cruiser with inside steering to keep me warm and dry, a permanently made-up bunk so I wouldn't have to move stuff every time I wanted to lie down, and room for a potty. All this had to be squeezed into an easily-built boat that was so small it could be powered by my little three horse outboard.

I knew of no production boat that had what I wanted, so I decided to design and build it myself. The result, reported on in the June 1 issue, was Ugly Duck, a 12' long, 4' wide, flat-bottomed jonboat with a pilot house and a cabin. I made no attempt to make her fancy. She looks like what she is, a quickly built plywood boat, but people seem to like her anyway. They keep saying how cute she is and marvel that I could actually cruise in a boat so small. One marina worker called her "the smallest houseboat on the river" and he was right.

For the Duck's first cruise I planned to go from Cincinnati, Ohio, to Louisville, Kentucky, on the Ohio River. I knew that the Ohio would be a big challenge for the Duck because the river flows toward the west while the prevailing wind comes from the west. The resulting wind against current creates a nasty chop that can be a big problem for a little boat with a square bow.

I found out just how big the problem was the day I launched. The ramp was near the mouth of the Little Miami River, about five miles upstream from Cincinnati. The ramp was sheltered and calm, but on the big river the wind was blowing 30mph, with higher gusts, against the current. There was a steady procession of steep-sided, 2' waves marching up the river with whitecaps everywhere. This was more than I wanted to tackle in an unproven 12' boat, so I stayed at the ramp overnight and hoped for better weather in the morning.

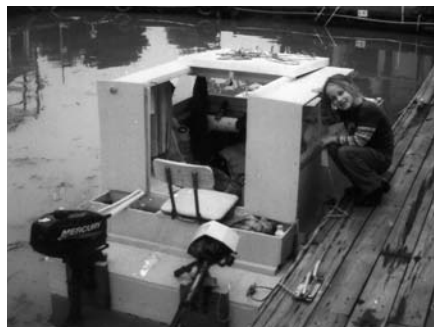
The forecast for the next day was for more of the same, but when I woke up there was no wind at all. Hoping for the best, I quickly cast off but soon the wind picked up and within half an hour there was again a short, steep chop on the river. It wasn't as bad as the day before but it was bad enough to be a real test for my little boat.

On the river one side or the other will usually provide a little shelter from the wind and waves, so I hugged the sheltered shore as much as possible to avoid the worst of the chop. I was still taking small waves on the nose but the Duck's square bow easily slapped them down. It was noisy but I couldn't really call it pounding.

The problem with doing this is that the river doesn't flow in a straight line. Every time there was a bend in the river the sheltered side changed, forcing me to cross the river to find calmer water. The first time I crossed the wind was just beginning to pick up and the crossing was easy. The bow pounded some, but if it got no worse I would have no problem. But conditions did get worse and each crossing became more difficult. Soon I was taking a real beating but I was impressed with how well the Duck

## The Maiden Voyage Of The Ugly Duck

By John Ulmer



The Duck attracted approving onlookers wherever I stopped.

worked her way through the waves. She simply bashed through any waves that she couldn't ride over, sending solid sheets of water raining down over the entire boat. It was like being inside a car at the car wash. I wish I had a videotape of the Duck rocking and rolling through that chop!

All this was more than enough to deal with on my first day in a new boat, but there were other distractions. This all was happening while I floated past the Cincinnati waterfront. Even though it was late in the season there was still a lot of traffic on the river, both commercial and pleasure. I even passed the *Delta Queen* as I bounced by. I made 34 miles before I stopped but it was a long, hard day.

On that first day on the river my pilot house was a blessing. Despite all the wind and spray I stayed warm and dry inside. But on the second day the pilothouse became cursed. I had stayed overnight at Aurora, Indiana, and early in the morning it started to rain hard. When I woke up it was evident that the windshield over my bunk was leaking in many places and much of my bedding was already wet.

I grabbed some paper towels and sopped up all the water I could, then I tried to plug the leaks by tearing the paper towels into small pieces and jamming them into the leaks. Of course, this didn't work. The plugs soon became soaked and the water would leak through them again. As each plug got soaked I would have to pull it out and replace it with a new one. It rained all morning and into the afternoon and as long as it rained I had to sit there, tearing pieces of towel and jamming them into the leaks. As soon as I would get one leak under control I'd have to give my attention to another. I can't tell you how glad I was that I bought a big three roll package of paper towels before I left!

At about 2pm the rain let up and I took the chance to rush into town to find a tube of silicone to stop the leaks. The rain held off long enough for me to find a hardware store, buy what I needed, and get back to the boat. I slopped the silicone everywhere I could think of, inside and out, but I couldn't be sure any of it would stick because the boat was so wet. The rain soon returned but the silicone held and I once again had a dry boat. It rained heavily for the rest of the afternoon so I stayed in the boat reading, waiting for a chance to dry my bedding.

As evening approached, the rain stopped. I had no idea how long this break in the weath-

er would last but I knew I had to make the best of it and get my bedding dry. I grabbed everything that was wet and headed for the nearest laundromat which, luckily, was only a few blocks away. It took two dryers and most of my quarters, but within half an hour I again had dry bedding. Unfortunately, while I was using the dryers the rain returned and this time there was thunder and lightning, trapping me in the laundromat.

It was ten o'clock at night before the rain died down to a heavy drizzle. It looked like this was as good as it was going to get, so I begged a large plastic bag from the clerk, stuffed everything I had into it, and started back to the boat. The bag kept my bedding dry but the drizzle got my clothes wet. I was tired and disgusted. I took off my damp clothes, knowing they would never dry overnight, made up my bunk, and went to sleep. What a miserable day.

It rained off and on all night, but by morning the rain had stopped and the weather had turned very cold. The cold weather created a heavy mist that covered the river and prevented me from leaving. You can't avoid the towboats if you can't see them.

To waste time until the weather cleared, I put on my damp clothes and walked a mile to the WalMart store. The store was warm and I stayed there until my clothes dried.

The weather remained cold and wet all day, but by early afternoon the mist had cleared enough for me to get underway. I didn't have much daylight left, so I only went 12 miles down river to the town of Rising Sun. Rising Sun is a lovely little town with a huge riverboat casino right next to the main street. There was a town landing near the casino, but the docks had already been removed for the winter. The Duck's square bow makes it easy to tie to shore, but after the previous day's experiences I had been hoping for a marina with flush toilets and a warm shower. The only marina in the area was at a restaurant about a mile downriver and I was concerned that this late in the season the marina might already be closed. If it was closed I would have to fight my way back upstream to get to the landing, which wouldn't be easy with just 3hp.

As I pondered the situation, I spotted a pontoon boat leaving the shore. I stood in my hatch and waved my arms until the skipper spotted me and came over. He was a big man with a full beard and a friendly smile. He seemed quite taken with the Duck and even said he'd like to build a boat like her. I thanked him for his interest and asked about the marina. He assured me it was open. We talked a little more and went our separate ways.

I found the marina and went ashore to arrange for dockage but wasn't very impressed. Quimby's cruising guide said there were restrooms and showers, but the only restroom available was the one used by both sexes at the restaurant. There was a shower but it was part of the one and only restroom and didn't look very inviting. It seemed my bad luck wasn't about to change anytime soon. Boy, was I was wrong!

Before I could get back to my boat, the man from the pontoon boat drove up in his pickup truck and with him was a woman that turned out to be his sister. His name was Dee Dee Mondary and she was Barb Anderson, and they turned out to be two of the nicest people I have ever met. Both are self-proclaimed river rats, interested in anything and

everything that moves on the river. Barb's house overlooked the river and she had watched me float by. When her brother called to tell her about my boat they decided to come to the marina and get a closer look.

I happily gave them the grand tour, which doesn't take long on a 12' boat, then we went to the restaurant to talk and have a beer. I told them my pitiful story of the rain and the leak and how disappointed I was with the facilities at the marina. Barb said she knew how to fix that. She just happened to own Anderson's Riviera Inn, a deluxe riverfront motel right next to the casino, and she offered me a free room for the night and even shared her dinner with me. The good meal, hot shower, and warm bed were just what I needed. Her kindness gave me a wonderful lift.



Barb Anderson, my Good Samaritan.

Before I went to sleep, I checked the weather channel forecast for the next day and was cheered by the promise of clear skies and warmer weather. You can imagine my disappointment when I awoke to another cold, overcast, miserable day. At least the visibility on the river was good enough to allow me to leave and there were no wind or waves to worry about.

My next stop was Florence, Indiana, which also has a casino. I knew the Las Vegas casinos use low priced dinner buffets to bring in the gamblers, so I decided it was worth the mile walk to get a good meal. Well, Indiana isn't Las Vegas. The buffet cost 14 bucks and didn't look all that good, so I ended up eating a hamburger at the casino snack bar instead.

Once again the evening weather forecast promised warm and clear weather for the next day and, once again, I awoke to a cold, overcast sky. It seemed as if the lousy weather would never change. Through all this nasty weather my pilothouse proved its worth. No matter what the weather I was able to keep warm and comfortable inside. What a change from sitting in an open cockpit!

My next stop was Madison, Indiana, which is one of the nicest towns on the river. Instead of tearing down all their old buildings, they've fixed them up. It was like stepping back into the '50s. Madison was so nice I decided to stay an extra day just to see the sights. In fact, I ended up staying two days because on the second day it rained again, but this time I had no leaks to worry about and the boat stayed dry. I used a break between showers to walk into town where I spent a pleasant afternoon in the library and

later I had a good meal and took in a movie at their old downtown theater.

The next morning, the weatherman was finally right and the long-promised warm and sunny weather had arrived. I awoke that morning to a strange situation. I could look up and see clear skies and see the sun and feel its warmth, but on the river the mist was so thick I couldn't see the far shore. It was eleven o'clock before visibility improved enough to allow me to leave. The delay was frustrating. Louisville was 40 miles away and I wanted to get there that night because there was no good stopping place in between. Of course, I could always tie to shore if I had to, but I thought that with the help of the current, I just might make it.

Well, I did make it and that last day was glorious. It was Sunday and the closer I got to Louisville the more boats were on the water as people tried to get one more day on the river before winter set in. Many boats came over to have a closer look at the Duck, they all smiled and waved and some deckhands on a passing barge gave me the thumbs up. But my biggest compliment came from a waterfront bar. The patio was full of young people and when they spotted the Duck they all stood and cheered. The Duck may not be pretty, but she surely seemed like a swan that day.

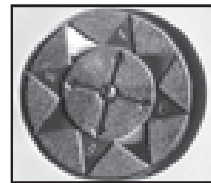
It was just getting dark when I pulled into Herrods Creek, about five miles upstream from downtown Louisville, looking for a dock. This is the center of Louisville's yachting activity and I passed a couple of fancy marinas with huge boats and big signs that said "members only." It didn't seem like I was going to find a dock there. Then I passed under a bridge and on the far side was a small marina with normal sized boats. A lot of people were gathered around a campfire and there were tables loaded with food nearby. It turned out that they were enjoying their end of the season picnic.

I wasn't sure what was going on so I circled a few times while I looked the place over. Then I heard a lady call out, "Did you build it yourself?" When I said I had she motioned me over and within a few minutes a crowd surrounded the Duck. They helped me tie the Duck to a vacant dock and invited me to share their food. What a great bunch of people and what a great way to end a fine adventure!

The Ugly Duck was built as an experiment and she turned out far better than I had any right to expect. She is certainly capable of making long cruises, and for a trip down the Mississippi River she'd be much safer and more comfortable than spending four months in a sneak box. She would also be a wonderful boat for the Erie Canal or the Canadian waterways. But adventures don't have to involve long cruises. With the Duck a person could enjoy a summer full of adventures on small waters close to home.

I designed the Ugly Duck to be so cheap and easy to build that I could happily give her away when I was through with her. That time has come. I've had a lot of fun with the Duck but new projects have come along and it's time for the Ugly Duck to find a new home. She is FREE to anyone who wants her. She comes with no motor or trailer, but for about \$300 I can arrange for a new 4'x8' utility trailer and I'll throw in a non-working but fixable Sears 3hp motor. I can even arrange for delivery if distances aren't too great.

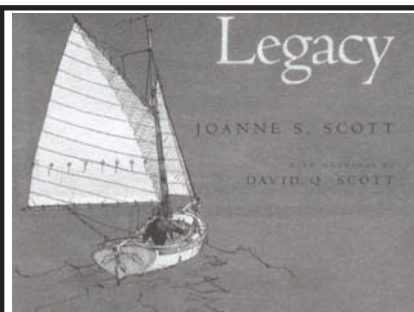
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The following is from the Annual Report of the Operations of the United States Life-Saving service for the fiscal year beginning June 30, 1888:

### **"Instructions to Mariners in Case of Shipwreck**

With Information Concerning the Life-Saving Stations Upon the Coasts of the United States. Prepared by Lieutenant C.H. McLellan, U.S.R.C.S., Assistant Inspector Life-Saving Stations, under the Direction of the General Superintendent

### **General Information**

Life-saving stations and houses of refuge are located upon the Atlantic and Pacific seaboard of the United States, the Gulf of Mexico, and the lake coasts, as shown in the list in the latter part of this book, the latitude and longitude being given as far as determined. Houses of refuge are located exclusively upon the Florida coast, where the requirements of relief are widely different from those of any other portion of the seaboard.

All life-saving stations on the Atlantic and Gulf coasts are manned annually by crews of experienced surfmen from the 1st of August to the 31st of May following, inclusive.

Upon the lake coasts the stations are manned from the opening until the close of navigation, and upon the Pacific coast they are manned the year round.

All life-saving stations are fully supplied with boats, wreck guns, beach apparatus, restoratives, etc.

Houses of refuge are supplied with boats, provisions, and restoratives, but not manned by crews. A keeper, however, resides in each throughout the year who, after every storm, is required to make extended excursions along the coast with a view of ascertaining whether any shipwreck has occurred and finding and succoring any persons that may have been cast ashore.

All stations are provided with the International Code of Signals and vessels can, by opening communication, be reported, obtain the latitude and longitude of the station, where determined, information as to the weather probabilities in most cases or, if crippled or disabled, a steam tug or revenue cutter will, if requested, be telegraphed for to the nearest port where facilities for telegraphing exist.

All services are performed by the life-saving crews without other compensation than their wages from the Government, and they are strictly forbidden to solicit or receive rewards.

Destitute seafarers are provided with food and lodgings at the nearest station by the Government as long as necessarily detained by the circumstances of shipwreck.

The station crews patrol the beach from two to four miles each side of their stations four times between sunset and sunrise, and if the weather is foggy the patrol is continued through the day.

Each patrolman carries Coston signals. Upon discovering a vessel standing in danger he ignites one of them, which emits a brilliant red flame of about two minutes' duration, to warn her off or, should the vessel be ashore, to let the crew know that they are discovered and assistance is at hand.

If the vessel is not discovered by the patrol immediately after striking, rockets or flare-up lights should be burned on board or, if

## **USLSS Rescues**

From *The Dolphin*, Newsletter of the  
Long Island Maritime Museum

the weather be foggy, guns should be fired to attract attention as the patrolman may be some distance away on the other part of his beat.

Masters are particularly cautioned, if they should be driven ashore anywhere in the neighborhood of the stations, especially on any of the sandy coasts where there is not much danger of vessels breaking up immediately, to remain on board until assistance arrives and under no circumstances should they attempt to land through the surf in their own boats until the last hope of assistance from the shore has vanished.

Often when comparatively smooth at sea a dangerous surf is running, which is not perceptible three or four hundred yards offshore, and the surf, when viewed from a vessel, never appears so dangerous as it is. Many lives have unnecessarily been lost by the crews of stranded vessels being thus deceived and attempting to land in the ships' boats.

The difficulties of rescue by operations from the shore are greatly increased when the anchors are let go after entering the breakers, as is frequently done, and the chances of saving life are correspondingly lessened.

### **Instructions: Rescue With the Lifeboat or Surfboat**

The patrolman, after discovering your vessel ashore and burning a Coston signal, hastens to his station for assistance. If the use of a boat is practicable, either the large lifeboat is launched from its ways in the station and proceeds to the wreck by water or the lighter surfboat is hauled overland to a point opposite the wreck and launched, as circumstances may require.

Upon the boat reaching your vessel the directions and orders of the keeper (who always commands and steers the boat) should be implicitly obeyed. Any headlong rushing and crowding should be prevented and the captain of the vessel should remain on board to preserve order until every other person has left.

Women, children, helpless persons, and passengers should be passed into the boat first.

Goods or baggage will not be taken into the boat under any circumstances until all persons are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw it overboard.

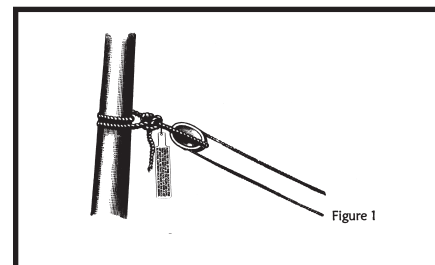
Should it be inexpedient to use either the lifeboat or surfboat, recourse will be had to the wreck gun and beach apparatus for the rescue by the breeches buoy or the life car.

A shot with a small line attached will be fired across your vessel. Get hold of the line as soon as possible and haul on board until you get a tail block with a whip or endless line rove through it. This tail block should be hauled on board as quickly as possible to prevent the whip drifting off with the set of the current or fouling with wreckage, etc. Therefore, if you have been driven into the rigging, where but one or two men can work to advantage, cut the shot line and run it through some available block, such as the throat or peak halyard block, or any block which will afford a clear lead, or even between the ratlines, that as many as possible may assist in hauling.

Attached to the tail block will be a tally board, with the following directions in English on one side and French on the other:

"Make the tail of the block fast to the lower mast, well up. If the masts are gone, then to the best place you can find. Cast off shot line, see that the rope in the block runs free, and show signal to the shore."

The above instructions being complied with, the result will be as shown in Figure 1.



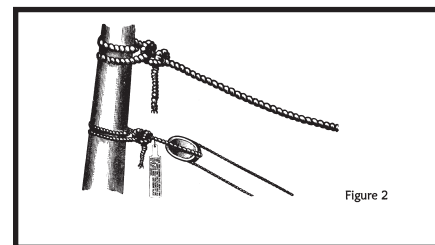
As soon as your signal is seen a three inch hawser will be bent on to the whip and hauled off to your ship by the life-saving crew.

If circumstances will admit, you can assist the life-saving crew by manning that part of the whip to which the hawser is bent and hauling with them.

When the end of the hawser is got on board a tally board will be found attached, bearing the following directions in English on one side and French on the other:

"Make this hawser fast about two feet above the tail block, see all clear, and that the rope in the block runs free, and show signal to the shore."

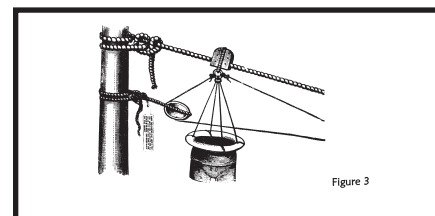
These instructions having been obeyed, the result will be as shown in Figure 2.



Take particular care that there are no turns of the whip line UP BETWEEN the parts of the whip before making it fast.

When the hawser is made fast, the whip cast off from the hawser, and your signal seen by the life-saving crew, they will haul the hawser taut and by means of the whip will send off to your ship a breeches buoy suspended from a traveler block, or a life car from rings, running on the hawser.

Figure 3 represents the apparatus rigged, with the breeches buoy hauled off to the ship.



If the breeches buoy be sent, let one man immediately get into it, thrusting his legs through the breeches. If the life car,

remove the hatch, place as many persons in it as it will hold (four to six), and secure the hatch on the outside by the hatch bar and hook, signal as before, and the buoy or car will be hauled ashore. This operation will be repeated until all are landed. On the last trip of the life car the hatch must be secured by the inside hatch bar.

In many instances two men can be landed in the breeches buoy at the same time, by each putting a leg through a leg of the breeches and holding on to the lifts of the buoy.

Children, when brought ashore by the buoy, should be in the arms of elder persons or securely lashed to the buoy. Women and children should be landed first.

In signaling, as directed in the foregoing instructions, if in the daytime, let one man separate himself from the rest and swing his hat, a handkerchief, or his hand; at night the showing of a light, and concealing it once or twice, will be understood, and like signals will be made from the shore.

Circumstances may arise, owing to the strength or set of the long-shore current, or the danger of the wreck breaking up immediately, when it would be impossible to send off the hawser. In such a case a breeches buoy or life car will be hauled off by the whip, or sent off to you by the shot line, and you will be hauled ashore through the surf.

If your vessel is stranded through the night and discovered by the patrolman, which you will know by his burning a brilliant red light, keep a bright lookout for signs of the arrival of the lifesaving crew abreast of your vessel.

From one to four hours may intervene between the burning of the light and their arrival, as the patrolman may have to return to his station, perhaps three or four miles distant, and the lifesaving crew draw the apparatus or surfboat through the sand or over bad roads to the place where your vessel is stranded.

Lights on the beach will indicate their arrival and the sound of cannon firing from the shore may be taken as evidence that a line has been fired across your vessel. Therefore, upon hearing the cannon, make strict search aloft, fore and aft, for the shot line, for it is almost certain to be there. Though the movements of the life-saving crew may not be perceptible to you, owing to the darkness, your ship will be a good mark for the men experienced in the use of the wreck gun and the first shot seldom fails.

### Recapitulation

Remain by the wreck until assistance arrives from the shore, unless your vessel shows signs of immediately breaking up.

If not discovered immediately by the patrol, burn rockets, flare-up or other lights, or, if the weather be foggy, fire guns.

Take particular care that there are no turns in the whip line round the hawser before making the hawser fast.

Send the women, children, helpless persons, and passengers ashore first.

Make yourself thoroughly familiar with these instructions, and remember that on your coolness and strict attention to them will greatly depend the chances of bringing you and your people safely to land."

### Tally Ho

Courtesy of the U.S. Coast Guard the LIMM has an extensive lifesaving apparatus collection. However, on a visit to the Ocean City Life Saving Station Museum in Ocean City, Maryland, I discovered one item we

were missing, a tally board. For over ten years I've been suffering from a severe case of artifact envy. A cure, however, is at hand. Josh Herman and some of the woodworkers in the Boat Shop crew will be making replicas of tallyboards for our new exhibit.

And what are tallyboards?

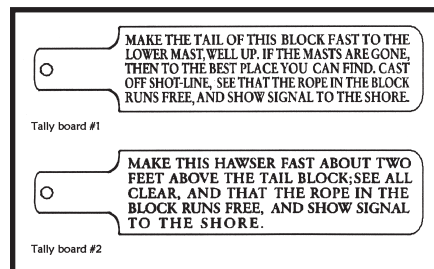
Imagine yourself off Fire Island on a ship in distress. You've set off your signals, which thankfully, have been answered by the USLSS. Rescue is at hand! You look up as a rocket comes hurtling toward your ship. There is a line attached to it. It crashes to the deck of your ship. Crewmen rush to grab it. And then... And then, indeed. What do you do with this thing?

You look for the tally board!

The USLSS used tally boards to deliver instructions to the crew members of the vessel in distress. As the lifesavers had no way of knowing the nationality of the ship (its ensign undoubtedly being one of the first pieces of canvas lost to the storm), tally boards were printed in English on one side and French on the other. Tally boards used by the Royal National Lifeboat Institution in Great Britain were printed in four languages, two per side, English, French, German, and Norwegian.

While the shape and size of the boards seems to have varied by region, all were basically wooden boards or paddles on which were printed the instructions for attaching the rescue gear to the foundering ship. Initially American tally boards were based on the English example. With the shift, in the 1880s, from the Cunningham rocket to the Lyle gun, the size as well as the text of the boards evolved. The early style board measured 4" wide x 13 1/4" long x 1/2" thick. It was covered in black canvas and the directions were printed in white or gold. Later boards were longer (4" wide x 21" long x 1/2" thick) and had a lead weight attached to the end.

During the course of a rescue, the USLSS actually used two tally boards. The first one went over with the shot and the tail block, tied to the shot line. Once the block was tied off and made clear, the ship's crew would signal the life savers who would then bend a three inch hawser to the whip and haul it back to the ship. The second tally-board went over with the hawser. After the heavy hawser was hauled on board and tied off the lifesavers would pull it taught preparatory to sending over on the whip either the breeches buoy or life car.



### LIMM Editor's Note

For the past several years we have been working towards updating our U.S. Life-saving Service Room. Through the generosity of the friends and family of Frank "Captain Rogue" Daniels, we will soon have upgraded USLSS, shipwreck, and lighthouse exhibits. While the research has certainly been more time consuming than anyone could have anticipated, the infusion of new blood,

notably staff members Arlene Balcewicz, Jeanette Rubino, and John Patanjo along with volunteers June Garben, Pat Wagner, Ken Strange, Izzy Horowitz, and Bill Goelz has energized the project. While it will, by necessity, always be a work in progress, we are finally at the point where artifacts are being dusted off and displays re-arranged.

As the first step in the physical renovation, we will be mounting a temporary Museum-wide exhibit showcasing many of our USLSS artifacts. This will give us the opportunity to see what works with our visitors. We want to be able to engage the curiosity of the children on school tours, while having sufficient resources available for more serious scholars. Needless to say, we'll welcome suggestions and constructive criticism from our members visiting the exhibit.

In reviewing our "Punch List" for improving the exhibit, we've had a great deal of input from our USLSS Room docents. Based on their suggestions, we are including more illustrations of the specifics of an actual rescue. As the Museum is fortunate in having a fine collection of the USLSS Annual Reports, it only makes sense to go to the original source for this information.

These "Instructions to Mariners" are included in each of these volumes. While they now give us an excellent description of the workings of a rescue, they were written as directions for ships' captains. The question that arises is how were these instructions made available? Did the captains read the USLSS Annual Reports? Were these instructions sent to shipping companies? Were they handed out in port by the U.S. Revenue Cutter or Custom Service? We'd appreciate hearing from anyone with further information on this.

Barbara Forde, Editor, *The Dolphin*, Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796-0184, [www.limaritime.org](http://www.limaritime.org)



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I discovered my old friend Joe living not far from my summer place on the Delaware coast. We had been great friends as cadets at West Point, but Joe, a football player, sustained a career-ending injury and during the hospitalization got behind in his studies. He ended up going back to the following class and we saw less and less of each other. Now, almost 50 years later, we are almost neighbors.

When we first found each other we each had a canoe. Mine was the usual size and weight, but Joe had a Coleman made, he said, of Tupperware. It was light and easily transportable. He also had a pickup for which he built a canoe rack. We started investigating the waterways of nearby Delaware. Joe named us "The Voyagers" and we started calling each other Captain Cook and Captain Hook.

The thing about Delaware is that there is no elevation. It is truly coastal plain. The rivers are as flat as they can be and the only perceptible current is the tide. They're pretty shallow, too, of course. In other words, they're just right for canoeing.

We stayed pretty close to home. We weren't going anywhere fast, anyway, so we could spend an afternoon on a local canal or bay. Our adventures were pretty tame until I talked to our local county councilman who told me about a run through the Cypress Swamp he made annually with the rescue squad. You would think that I would pick up immediately on the fact that he only did this with a platoon of EMTs and firemen, but no...

George (councilman) told us where to get into the run. We dropped off a car at the end point and drove the truck back to the start. Knowing that Tupper might not survive the trip, we took my canoe. Just carrying it to the water was a challenge. Then, after about 20' we came to a fallen tree that must have

## The Voyagers

By Palmer McGrew

been related to giant redwoods. It took us ten minutes to get the canoe over it. We could see the next one 50' further on. We already knew that we were making a huge mistake. But two former Army officers, former West Point cadets, one a tough football lineman and the other an airborne infantryman, weren't likely to let reality deter them from what they had set out to do.

About halfway through and several hours after we thought we'd be at the end, we both decided we would die in there and no one would find us until George and the rescue squad came through the next year. One time Joe stepped out of the canoe for yet another portage and sank almost out of sight in quicksand. I looked around for Tarzan. We had hundreds of huge spiders in the canoe unlike any we had ever seen. Producers of horror movies should send a crew into that swamp for material.

Obviously we survived somehow. I would tell you how, but I'm suppressing the entire memory.

Our favorite place to go was Prime Hook National Wildlife Refuge. If you ever have the chance, spend a day in there in a boat. Millions of birds of every description and you might not see another human all day. Take insect repellent. Joe's convinced that the water in there is full of bass and he's always trying to catch some of them. In three or four days of trying he's never had a nibble. I will admit there must be some in there. One of them attacked our canoe one day. Reminded me of Jimmy Carter and the attack rabbit. That sucker hit the canoe three or four times and I thought he was coming right through the side. I hoped it would knock itself out so Joe could reach down, pick it up, stick a hook in its lip, and claim he'd caught it.

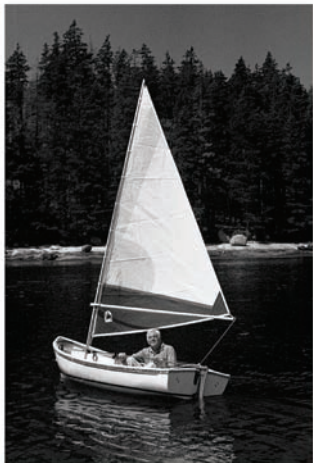
Pretty soon Joe tired of the mile-an-hour canoe and went out and bought a bass boat that goes like the wind. The wind in a hurricane, that is. So now we began looking for longer rivers to run. We would pack a lunch and go as far upstream as we could, picnic, and head back. It would eat up a whole day and, unless it started raining, it was a lot of fun.

The rain story goes like this. We drove down into Maryland to run one of the several rivers in that state, named Wicomico. We started out downriver for a change and it was pretty neat, passing bigger and bigger estates with beautiful mansions. Not exactly the wilds we were used to. But the sky kept getting darker and darker and about the time we figured out we had better get back to the truck, here it came. Rain was pelting down in sheets and we were going maybe 20mph into the wind. It also got colder by the minute and we were in summer attire. So we poured still more gas to the outboard and were barreling upriver as fast as that fast sucker would go when, through the rain, we saw what appeared to be a barn in the middle of the river. We could barely make it out, though it turned out not to be far away. We jerked the boat over toward the bank just in time to avoid crashing head on into a barge the size of Rhode Island coming downriver. We were so wet and cold we almost didn't care.

The next winter Joe and Jane bought a place for the winter down in Bradenton and the boat went south. Joe spent the winter bouncing off the backs of gators. His new ambition was to run the Suwanee, camping on the bank at night, smoking cigars and singing "Way Down Upon the S'wanee River." Funny thing, no one will go with him.

He decided to leave the boat down there when he returned in the summer so our great river adventures abruptly ended. BUT! Now he tells me he's bringing the boat back to Delaware this summer and we're going to resume our adventures. I can hardly wait. If we live through it, there may be some more good stories to tell.

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# Launching of the Catboat *Kathleen*

By Paul White

I spent some time on April 17 at the launching of the catboat *Kathleen* at the Beetle Boatshop in Wareham, Massachusetts. This boat represents a lot of neat things to me considering this is 2006. In this day and age it is sure unusual to see such a large wood cat built. This 28' racing catboat will carry approximately 950sf of sail (my 21' catboat carries 300sf) on a 38' x 11" diameter mast on a 38' x 8" diameter boom. Tim Fallon, the 31-year-old who is having it built, plans to live on it summers on Cape Cod and winters in Boston where he works. He grew up racing Beetle Cats and became a world champion racer of dinghies.

So it followed that when he decided to have this boat built, which was a design he found in a 1919 *Rudder* magazine, he went to see Bill Womack, the new owner of the Beetle Boatshop. The original Beetle Brothers used to build large cats in the 1880s and '90s. Beetle took on the project and the foreman there, Bill Sauerbrey, became the head builder. Bill has been with Beetle for ten years and before that he was at Mystic Seaport. He was assisted by John O'Donovan.

The skill of these two really shows up when you crawl around on this boat, the detail is just great. The designer, Charles C. Hanley, had a shop in Monument Beach on the Cape in the mid to late 1800s. This boat was designed for someone in South Africa but no one thinks it ever got built.

Beetle is a 15-minute drive from my shop so I followed the building closely. It sure was special to see this big cat take form and now be in the water. They expect to have it rigged in a month, so it will be racing this year. I don't think any cat in southern New England will be able to keep up with it, even to the first mark.





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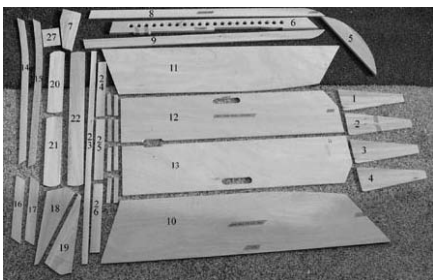
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## Origami Folding Dinghy

Origami is a small, easy-to-build, and inexpensive folding dinghy. Don't be fooled into thinking that a good folding dinghy needs to be complicated and expensive. Most often simple is best. Origami is full of character yet is surprisingly capable for such a tiny craft. Its square shape gives immense stability and good interior volume. It folds up and away in just a couple of minutes. Its light weight (about 26lbs) means that it's child's play to launch and retrieve. Even stowing is easy, just lay it on a bunk down below or lash it to the rails on deck.

Its fold down floors means that body weight is low down adding to its stability, yet far enough off the floor of the boat to ensure never getting a wet bottom. These same folding floors have built-in handles making Origami easy to move about when folded. When erected, the rowlock mountings double as handles. With or without an outboard, folded or not, Origami can be carried with ease.

With a 2hp outboard, speeds of up to 10kts are possible. With a 3.3hp speeds of up to 14kts have been registered! This is not for the faint-hearted, however, but great fun nevertheless. Rowing is a pleasure and there are two different places to mount the rowlocks, depending on the number of occupants, so one can always be comfortable when rowing. At the rear on each side are skegs, giving Origami very good directional stability. They also double as protectors when dragging the boat up the beach. Despite its light construction, Origami is an extremely tough little tender.

Origami is easy to make even for someone with no experience. The comprehensive step-by-step instructions are backed up with photos that were taken during the actual construction of an Origami, a discussion of tools needed, and detailed instructions for marking out and cutting. The main ingredients are a sheet of ply, some PVC coated nylon cloth, and some wood. Also needed are a few basic tools such as a jigsaw, drill, plane, and staple gun. The necessary materials are easy to come by, inexpensive, and are available in varying degrees of quality to suit any budget.

Whether a super cheap dinghy or an extremely posh one is envisioned, Origami will meet the vision. In the instructions many different ways of building are examined. The proven way is shown but at each stage there are notes, such as choice of glues and pros and cons. Either way one can still build an Origami. For example, the use of stainless steel staples is recommended. One could use steel but after a few years they will begin to rust and become unreliable. It's also a nice touch to trim the end grain of the plywood with solid wood, but this is time-consuming and not strictly necessary, though it does help protect the vulnerable end grain from damage and looks so much better, too.

## Some Questions

How long will it take to build an Origami? Much will depend on skills and workspace. It is possible to have all the pieces marked and cut out in about six hours. Varnishing the dinghy could take the same, again depending on how nicely finished it is to be. To actually assemble the dinghy once everything is varnished will take about six hours.

How much will Origami cost to build? Approximately \$300, but this figure can go either way depending on the quality of the materials chosen to build it.

What is Origami's carrying capacity? Two adults or approximately 350lbs.

How long does it take to assemble? With practice, Origami can be assembled, ready for launching, in about one minute.

Is there a sailing version? Not yet but we're working on it. Visit our site from time to time to see what's new.

What is the biggest outboard it can accept? Origami will take up to a 3.3hp engine.

How does it row? Origami rows very nicely. The position of the rowlocks can be changed for rowing with two occupants.

How much does Origami weigh? Origami weighs about 26lbs and can be carried folded or assembled with ease.

Can it be personalized? Yes! The plans include many ideas for doing this, from changing the color of the cloth to choosing a different wood.

Can anyone without experience still build an Origami Folding Dinghy? Experience building boats is not necessary, just very basic woodworking skills and a few tools such as a jigsaw and a plane.

What are Origami's folded dimensions? 6'2" (188cm) long, 17" (43cm) wide, 4" (10cm) high (figures approximate).

What are Origami's assembled Dimensions? 6'2" (188cm) long, 3'2" (97cm) wide, 14" (35cm) deep (figures approximate).

Videos viewable on our website include the following:

Origami demonstrates her awesome acceleration out at sea with a 3.3hp engine fitted. She rides over waves nicely when she is on the plane since her bows are well out of the water.

Origami is an easy boat to row. Because she is so light she changes direction easily yet has excellent directional stability thanks to the skegs at the rear. Can carry two adults.

A great demonstration of Origami's speed. Note also the extremely relaxed attitude of the pilot. All this and it can be folded away, too. Build your own in about one week from our easy to follow illustrated instructions.

The view from on board as Origami planes at nearly 15 knots. The fact that a video could be filmed while Origami goes so fast says much about the stability of this little craft.

Duckworks Magazine, <http://www.duckworksbbbs.com/plans/origami/dinghy/index.htm>. PDF Plans are \$48 sent by email.

## Simple Assembly

See how simple it is to assemble an Origami Folding Dinghy:

Step One: Open one side out as far as possible. To stop the panel from failing inwards, gently angle the bottom of it slightly inboard.

Step Two: Pull out the other side panel.

Step Three: Let the floors drop gently into the bottom of the dinghy.

Step Four: Insert the forward floor support under the floor panels with the glued square underneath. Locate one end of the support in between the floor guides on the side panel.

Step Five: Locate the other end of the floor support in the other side and knock into place until it is at 90 degrees to the keel.

Step Six: Reach under the floor panels for the aft floor supports and slide them into position between the floor guides. Knock them into place until they are at 90 degrees to the keel.



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Sleek and long, a classic barrel-back inboard 24' 6" runabout, that's the Monte Carlo. As seen from the stern, the sides flow into the deck in a seamless circular arc resembling a half-barrel. This styling is typical of the finer Chris Craft of yesteryear and, when finished in gleaming mahogany, craft of this type were the choice of the affluent and the envy of others. Now you can build one of these craft by incorporating modern construction methods and have an improved hull for better performance.

Although shown as two cockpits forward and one aft, the design is such that the forward cockpits can be combined to form an 81" long single cockpit for lounging or other optional seating. Because the original craft of this type were planked and modern epoxy adhesives unknown, they leaked and had to remain in the water or the seams would open up. Our updated building method uses cold molded plywood/veneers applied in laminations, completely glued and encapsulated with epoxy. The hull is virtually monocoque and thus very strong and leak-proof. Best of all, the building method is not difficult and eliminates the typical tedious cutting of rabbets and seam caulking that wouldn't stay put. Yet the final appearance is equal or better than the forerunners.

The construction is simplified by the use of full-size patterns, detailed plans, instructions, bill of materials, and fastening schedule. The frame patterns are not just the exterior contour of the frames furnished by most. Our patterns show inner and outer frame contours and the sizes and type of corner gussets and other reinforcing members shown in place. No need to loft or look at the plans for necessary dimensions, it's all drawn out on the patterns. Each frame is mounted on longitudinal motor stringer beams keyed to form the contour of the boat, a method pioneered during our many runabout construction projects over the years and emulated by many.

The propulsion is an in-line inboard marine motor or conversion, minimum of about 4.8 liters or 300 cubic inches and maximum of about 7.4 liters or 450 cubic inches displacement. Powering for speeds much beyond 50mph is not recommended. The plans specify the underwater hardware required such as strut, rudder, shaft log, etc. All of these fittings, custom designed for inboard runabouts, are available directly from GLEN-L, searching for the proper fittings is not required.

## Monte Carlo

### A 24' Classic Barrel-Back Inboard Runabout You Can Build

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In addition, GLEN-L has available Pox-Shield epoxy resin and Fastening Kits that furnish all of the screws and nails in the quantities, proper sizes, and type as listed in the Bill of Materials.

The plans and patterns for the Monte Carlo are \$146. For more information on this and over 200 other do-it-yourself boats, visit Glen-L's extensive website: [www.Glen-L.com](http://www.Glen-L.com). You can view thousands of customer photos, read the monthly newsletter and various articles with lots of how-to information and tips, talk with other builders on the Boatbuilder Forum, and see which Glen-L designs are being built on the Project Registry.

You can also call or write: Glen-L Marine Designs, 9152 Rosecrans Ave., Bellflower, CA 90706, (562) 630-6258.

### Characteristics

Length overall .....24'-6"  
Beam .....7'-6"  
Hull depth midship .....36"  
Hull depth aft .....27"  
Hull weight (approx.): .....1400 lbs  
Fwd cockpit .....36" x 5'10"  
Center cockpit .....36" x 5'8"  
Aft cockpit .....36" x 40"  
Passengers .....8

**Hull Type:** Cold-molded veneers and plywood. Convex vee bottom with flaring sides and a "barrel-back" transom tumble-home.

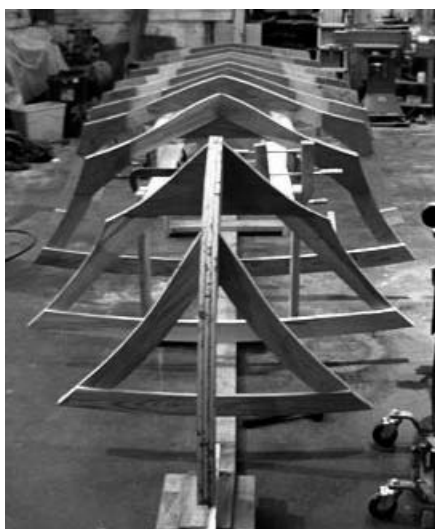
**Power:** Centrally located inboard marine engine or automotive conversion, 300-450 cu. in.

Can the hull be extended or shortened? Yes. Up to 10% by re-spacing the frames from the aft end of the stem to the transom a proportional amount. We do not recommend increasing the beam.

**Trailer:** For use with Glen-L Series 5000 trailer plans.

Please see our website for links to line drawings and photos:

<http://www.glenl.com/designs/inboard/dsn-mtcla.html>



# Egret Prototype Report

By Ross Miller

April 15: It was 70 degrees today and I would have taken the Egret prototype out for the first paddle of her fourth season except that it was all fogged in down at the shore. I stayed at the shop and put the hull Dacron on Trout Lily, a new design soon to be unleashed on the public.

After three seasons Egret is every bit as sound as she was the day she was launched. Her heat-shrink Dacron skin with two coats of Hypalon UA7090 has held up well, no leaks despite much flexing in rough water and also through many highway speed air miles atop the car. It is an aircraft fabric, after all. We almost found some rocks at low tide but leaned away at the last moment so there are still no crash test data. The frame has held together well, too. The epoxy joints at the intersection of every frame and longitudinal allow an eggcrate distribution of stresses, making for a light, strong, and durable boat.

The first person to paddle Egret other than myself was the gentleman who appears in the advertisement I run in the Classified Marketplace. The occasion was the 2004 John Gardner Small Craft Workshop at the Mystic Seaport. He slid nimbly into the boat and took her out for a spin on the river. Upon his return he declared that she needed a skeg, then proceeded to perform some kayak hydrobatics, bracing out with the paddle and leaning the boat over. He braced out progressively farther and leaned over until the coaming was almost awash, then looked up at me and said, "Won't go over."

"That can be a good thing, too," I replied, not entirely sure what he meant. He conveyed an air of expertise and for all I knew he might have been the Shackleton of eskimo rolling, but Egret was not designed as a rolling boat. Egret is a stable, seaworthy kayak designed for the 98% of kayakers who prefer to remain upright. The gentleman scurried off before I could catch his name or plumb his thoughts but I'd still like to hear his other impressions.

As for the skeg, he had a point. He was an economically proportioned person, slim of frame and not tall. I am, too, and being fully aware that many people weigh more than I do, I incorporated more buoyancy aft than I would have had the boat been designed for me alone and not for the general public. And I, too, found at first that the stern seemed to slew a bit from side to side, mostly in flat water. When I watched my slim sister, who weighs the same 130lbs and stands the same 58" as I, paddle Egret about I could see that the stern floated a little high, just skimming the water at the aftmost end of the keel. But I have also watched folks who are in the 160-180lb range paddle Egret and her stern settles right down into the water and tracks just fine. So now the prototype, my personal kayak, has a skeg, and now she tracks like a bloodhound on rails.

Therefore, I recommend that a skeg be added if the primary paddler of an Egret weighs less than 150lbs. My skeg is 1 1/8" deep at the aft end of the keel and tapers to 3/8" just aft of the cockpit. I suspect that half to two-thirds of that depth is all that's really necessary. It might not need to be that long either.



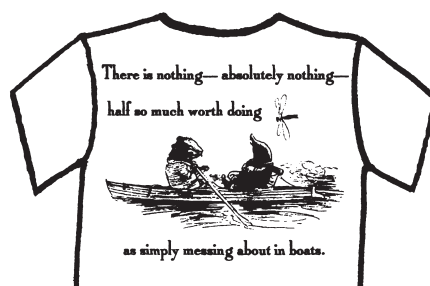
A smaller skeg would create less drag theoretically, but there's no decrease in speed. If anything she's faster since more of the paddler's energy is channeled into going straight. She still turns fairly well since rocker is maintained forward. She turns very quickly if spun atop a wave.

Egret has danced through wild water at the eastern gates of Long Island Sound and has soldiered through many a Bayliner wake. Only in the steepest of those wakes does she pierce the wave and then the water slides harmlessly around the coaming and off the deck.

The only thing as satisfying as having one's design objectives work out, not only on paper but on the water, is the attention Egret attracts at the boat launch and elsewhere. I


can't get her into the water without at least a "nice kayak." Often the comments and questions are more expansive. My favorite is the time I pulled into the Post Office with Egret atop the car. First the postmaster came bounding out the door to have a closer look, saying, "Beautiful boat." An elderly lady was crossing the parking lot and added, in her elderly lady voice, "It's not just a boat, it's a work of art." I had to go home and change my undershirt.

Thanks to the folks who have bought plans and to *Messing About in Boats* for providing a place to introduce them. Questions and commentary are welcome. Send pictures. Ross Miller Boat Design, P.O. Box 256, West Mystic, CT 06388.

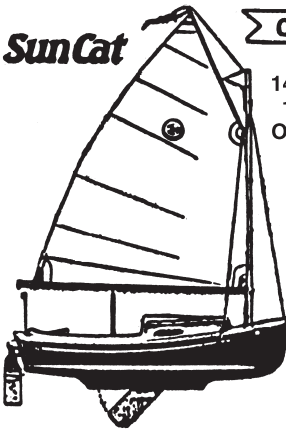


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The recent articles on chip carving have inspired me to tell your readers of my experiences involving both the art of chip carving and the craft of designing and building boats, having both the art and the craft in one project. I am of Scandinavian ancestry which may have been the dawning of my interest in both boatbuilding and chip carving.

My earliest recollection of either interest was of building paddle boats out of 2"x4"s pointed at one end and having a big rubber band driving the paddle on the stern. We obtained the rubber bands by cutting loops out of automobile inner tubes, in those days they were made out of real rubber. My second boat was to be a canvas-covered kayak, the frame was wood strips. For some forgotten reason it was never finished.

Now fast forward some 50 years! Bill Bowerman, the University of Oregon's track coach, had just introduced jogging to the world as a superior exercise for cardiovascular health. Most of his adherents stayed with his plan of moderation but many were like me and became runners. There would be 10km runs all through the year and I would participate when I could. This led to an addiction to running, which led to destroying healthy knees. Many of us in Oregon had this problem. What I loved about running was, of course, the exercise, but in addition to that I enjoyed the competition and the passing scene. In my mid-50s I had to have what I thought was to be minor surgery. When I came out of the anesthetic my doctor informed me that he had made a walker out of me.

I knew then that I had to find a replacement for my running. I chose rowing as it would give me the cardiovascular benefits that I still felt that I needed, it would give me the passing scene, and I hoped it would give me some competition. It was also convenient because our beautiful Willamett River was only two miles from my house, a good put-in was 12 miles away, and the take-out was just two miles from home.

As an RV dealer I would often display my inventory at sport shows. Next to me in one sport show was a boat dealer who was displaying a neat little fiberglass double ended boat called the Oregon Osprey. This was a boat that was made to row, paddle, or sail. I told the salesman of my interest and he said that his boss had a dozen of them and he would make me a barn burner deal on the bunch. I mulled it over through the night and came to a conclusion that I could keep one and sell the rest. My sales plan was to evangelize the benefits of rowing as a superior exercise to running as it didn't have the high impact on joints that running did. As far as my evangelistic fervor went, it did not sell a single boat, as far as picking up a few bucks as a boat dealer, that failed, too. The only thing that kept it from being a total failure was duck hunters, they loved the little low profile boat.

The Osprey did what I wanted it to do, I got my wanted exercise and I got the passing scene, but the competition was almost nonexistent. I got into just two races, the first was a race that welcomed all comers, this included four oared shells, Olympic canoes, down to an 8' pram. The only requirement was that the course had to be completed in two hours. I really enjoyed the first hour-and-a-half but the last of the race was more pain than pleasure. I got in with just ten minutes to spare and only the pram was behind me. My

## Chip Carving, My Combo Boat, and Other Dreams

By Einar Skovbo



My pretty boat, built for my son to refute his views on the fit and finish of my workmanship.

next race was one that I produced with a local canoe dealer. I shrewdly suggested that we have age groups in our allotment of prizes. Please don't ask how many were in the age group that I got my blue ribbon in.

Incidentally, the boat that I used in all of the races is still being used by my youngest son. That Osprey is over 20 years old and though it doesn't look so great, it still serves him well.

I finally got to retire at the age of 65 and now I could turn my attention to long dreamed of dreams. And I could now work in my shop all day long, day after day.

My first dream project was to be a pickup camper that would fit my Dodge Dakota pickup. This camper had to be aerodynamic and lightweight. I felt that I was capable of doing this project as I was a lifetime builder of model airplanes, a person who was hoping someday to build his own airplane, and a dealer of RVs for over 25 years. I also had been a part owner in a company that built a great lightweight fifth wheel trailer. I was also responsible for the design and marketing of three small companies that were involved in lightweight units. These were some of my most enjoyable years.

This experience led me to choose adhesives over mechanical fasteners. Upon com-

First dream project finished was my camper.



pletion my camper, which was equipped with a 4' refrigerator, heater, hot and cold running water, and a toilet, crossed the scales empty at only 1,150lbs. Most 9' campers with the same equipment weigh over 3,000lbs.

Next I turned my attention to a lightweight boat for my own use. I chose to go the stitch-and-glue method for its light weight to strength advantages. My first three or four boats were pretty much learning experiences. I would build them, run them down the river, and figure out what I needed to change. These boats I would then put out by the mailbox with a "For Sale" sign and get about what I had in materials back.

Then I built a nice little pram. As I was rowing it down the river a duck hunter saw it and asked if I would build him one with a couple of changes. I agreed to that and it turned out to be the only boat that I made to sell.

Then I built what I think of as my favorite boat. It is a 12' dory with covered decks on each end that also serve as flotation chambers. I can row it using a pair of short riggers that I got with my Ospreys, or I can paddle it. I usually use the paddle as the Willamett River is full of half-sunk cottonwood trees and ugly sweepers.

My oldest son, upon examining the dory said, "Dad, your designs are just great but your fit and finish sure leaves a lot to be desired." This crass remark inspired me to make a boat that would be pretty enough to hang on his living room wall, if his wife would let him.

I used lauan for the bottom and the sides, 3/4" pine was used for the stern, and the bow was constructed of two layers of lauan glued together in a gentle curve. The rails were made of laminations of black walnut, pine, white birch and oak. The framework was mostly black walnut and the seats were of mahogany. I did a very elaborate job of chip carving the seats and on the stern I carved a relief carving of a stylized Viking ship, as this was the logo image on our companies signage, the name of our company was Viking Trailer Sales.

During the year that I took to build what I now refer to as my pretty boat I would take the not-yet-assembled parts and carve them on the tables of the parks in Oregon in which we were camping. I would clamp the work on the table, start carving, and then here would come the visitors to see what I was up to. It sure was a good way to get acquainted with my fellow campers. When completed the boat I gave it a test run down the river as I did every boat that I made. It was nice handling but a bit short for my long legs, putting my knees too high for an easy row.

I was invited to bring my boats to the Depoe Bay Boat Show so I loaded them on my trailer and set them up at the show. One of the boats that I took over was a boat that I designed to serve as a row boat, a sail boat, or a trolling boat. I also took some rowing equipment that I had developed. My middle son was a collegiate pole vaulter and this gave me access to some used vaulting poles. I cut the fiberglass poles to a proper length for rowing my boats and added wooden grips and the spoon was made by laminating two sheets of lauan in a gentle curve. My paddle had a shaft made out of a broken crossbar that someone had straddled, the blades were made the same as my oars. I had also developed a short set of riggers that were cast out of aluminum.

I was watching a young man really examining my combo boat so I asked him

what he thought of it. His reply was, "not much." I kind of agreed with him. Most of the exhibitors and visitors were kinder in their opinions. One gentleman studied my pretty boat for a while and asked me if I would take \$1,000 for it, I replied that it was



The Viking motif on the transom of my pretty boat.

not for sale because I had made it for my son, he then walked away. A friend of mine who was standing by us asked me if I had heard his offer, I assured him that I had. This possibly was a time when two fools met.

After returning home I hung the combo boat under the eaves of my shed. Pretty much forgotten, there it hung for the next five years. One day as I walked by I noted some deterioration so I decided to sell it cheap. I set it out by the mailbox with a "For Sale" sign for a month without a single inquiry. I then took a week's trip to the coast and hoped that someone would have stolen it in our absence. No such luck. Another week went by and finally a young man stopped by and offered me \$150 for it. I gladly accepted his offer. I was so happy, in fact, that I gave him the sail kit that came with my Osprey boats and a pair of oars with oar locks. When you

reach 82 years of age it is time to start cleaning out the garage.

I am now working on a small pram to give to my bass fishing grandson. It is made to fit in the box of his pickup and be light enough that he and his new bride can load and unload it.

I know that I don't have many major projects ahead of me, but I have always wanted to build a strip boat. I was given a huge amount of Port Orford cedar that was stored in the attic of a house that a friend of mine bought. The pieces are 3'-9" long and are 1/8" x 2". They were apparently some Venetian blind stock. I have not yet decided what this boat might look like, the only thing that I do know is that it will have no place to mount a motor, this will be in keeping with the Vikings of old.

At the Depoe Bay Boat Show where I passed up an offer of \$1,000 for my pretty boat.




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Earlier this year I was trying my best to convince my lovely wife Donna that my world wouldn't be complete unless I owned a little 8' Pond Boat. Yes indeed, every man should own one of those small polyethylene boats, with the two lawn chair-like seats resting on a low square pontoon-like hull. Since I owned an almost new 30lb thrust trolling motor, all I needed was the boat!

I was in process of explaining to Donna how practical owning such a boat would be and the large number of huge fish that I would catch from the local ponds and lakes, when she rudely interrupted me and asked, "Why can't you use Little Piglet, she is just gathering dust in the garage?"

Little Piglet is a 6-1/2' Phil Bolger-designed Tortoise sailboat that I had built and sailed several years ago. (See "Tortoise Piglet Does Lake Eufaula" in the July 1, 2002 issue). I later acquired a West Wight Potter 15 sailboat and the little Tortoise was retired to hang from our garage ceiling. So, with the possibility of my new pond boat quickly fading away, I started thinking about converting the Tortoise sailboat into a small pond-sized fishing boat.

Actually, the more I thought about it, the more attractive the idea became. My wife had lost all interest in fishing years ago, so all I needed was a small boat that was large enough to carry one person on small ponds or in the still waters of lake inlets. It would be easy to add a motor mount to the Tortoise's transom for my lightweight Minn Kota trolling motor.



The sailing Tortoise.

So I quickly went to work. I decided that I wouldn't make any modifications that wouldn't allow me to sail Little Piglet sometime in the future so I put the mast, centerboard, tiller, and rudder assembly aside. Looking at the bare open hull I knew that I had to make a decision about seating for one person.

Since I had no desire to row the boat, I decided not to build the long bench-type seat that ran fore and aft down the center of the hull as set forth in Bolger's plans. I thought about having a lawn-type chair like used in small commercial pond boats, but I finally decided to use a simple bench seat running across the center of the hull.

To support my chubby body I added some 1" x 1-1/2" pine strips across the bottom of the Tortoise's hull and then across each side to form a framework for the bench seat to rest upon. The bench seat was made from a 3/4" x 11-1/2" pine board that was in my scrap pile.

I then built a trolling motor mount using a scrap 1" x 6" board and some doubled 3/4" plywood scraps. The motor mount extended upward over the edge of the transom about 5" with the mounting screws being driven only into the 1" x 1-1/2" cross braces. At first

## Turning a Sailing Dingy into a Small Pond Fishing Boat... with Wheels!

By Bill Nolen



New seat roughed in.

I mounted the trolling motor mount in the center of the transom, but later moved it off-center to the starboard side of the boat. This move made the tiller of the trolling motor much more comfortable to use.

I then turned my attention to attaching an electrical outdoor receptacle into which the trolling motor power cord would be plugged. It would have been much easier to have just attached the trolling motor's electrical cable directly to the 12-volt deep cycle battery. However, I had previously used, and had on hand, a 120-volt outdoor electrical box that served as a quick connect and disconnect for a 12-volt trolling motor. So I mounted this outdoor 120-volt electrical box close to the trolling motor mount. With a 120-volt plug attached to the trolling motor's 1-volt electrical cable it was now easy to connect and disconnect the motor to the 12-volt battery source.

I decided that the boat, without the deep centerboard and rudder, would need something to give it an additional measure of directional stability. I could have achieved this by just using the sailing centerboard but I wanted something that wouldn't protrude above or below the hull any great distance. So I made a sub-centerboard 11" x 24" that extended only 6-1/2" below the hull but still used the original sailing centerboard mounting rails.

With the small centerboard made, I was finished with the main conversion from a sailing dingy to a small one-man pond fishing boat. I then turned my attention to adding wheels to the little boat. I wanted some method by which I could easily transport the boat to the water's edge and I didn't want to have to carry it, or drag it, to the beach.

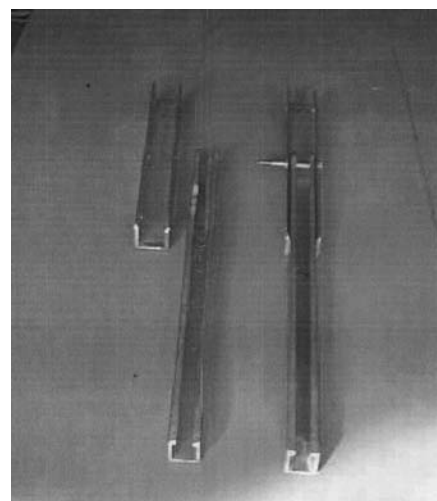
Years ago I had seen a fishing boat that had removable wheels attached to the transom. These wheels enabled the owner to unload the boat in the parking lot, or roadside, and then wheel the boat down to the water. So I started looking for some wheels and something to make the legs to mount the wheels to my little boat. I had planned on buying some 8" garden type wheels but found an old junk lawnmower that had two 16" wheels on the rear that would work just great. At this point I decided that the wheel legs needed to be foldable and easily removable. That way I could just fold the wheels

upward and use the boat with the wheels still attached, or I could remove the wheels if I choose to do so.

Looking around in a salvage yard I found a discarded aluminum arm from an RV folding awning. This arm consisted of two different sizes of U-shaped aluminum extrusions, the smaller of the two, a 1" U-shaped extrusion that fit into the larger 1-1/4" U-shaped extrusion.

I cut the U-shaped RV aluminum extrusions into four sections. Two sections of the 1" were cut 16" long for the legs, and two sections of the 1-1/4" were cut 11" long for the transom brackets. I then drilled holes so that the wheel legs, to which the wheel would be attached, would be held in the center of the 11" extrusions mounted on the transom. Other holes were drilled so that the wheel legs would fold upward or downward and could be locked in either position by steel pins. I then drilled two holes for the 3/8" x 4-1/2" bolts that I used for wheel axles. I then attached the 11" extrusions to the Tortoise's transom using 1/4" bolts, fender washers and nuts.

A quick check was made to ensure that the wheel and legs would raise and lower without any binding. Using steel pins and spring clips it is possible to raise or lower or remove the wheels and legs in about 30 seconds.



The wheel brackets.

The leg pins.



Now the boat was ready for paint to be applied to cover all the unpainted wood. A couple of coats of Latex deck paint applied to all the bare wood and I was ready to go fishing.

Now, while it is true that I have not yet caught any of those huge-size fish that I told Donna that I was going to catch, I still have high hopes! After all, there are still many fishing days left in this year!



Finished boat, with wheels retracted.



Finished boat, ready to roll to the water.

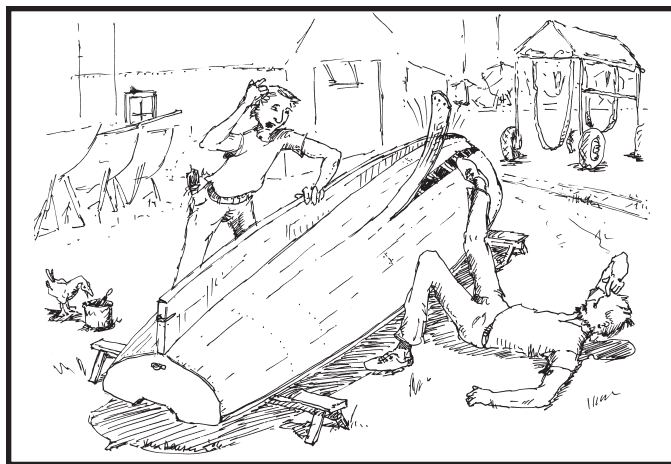
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## Cartoon Caption Contest

Here's your next opportunity to have a go at captioning a photo or cartoon illustrating something to do with messing about in boats, courtesy of reader Burt Van Dusen of East Hampton, New York. Deadline for submission of captions is June 30 with results to appear in the August 1 issue.

This June 15 issue is going to the printer on May 15, and although the previous photo appeared in the May 1 issue there have been no captions received to date.

This is a bit slow getting launched but bear with us and if the spirit moves you to submit your choice of photo or cartoon (unpublished in any other media) please do so at any time. Send your submission to Caption Contest, *Messing About in Boats*, 29 Burley St., Wenham, MA 01984-1943.

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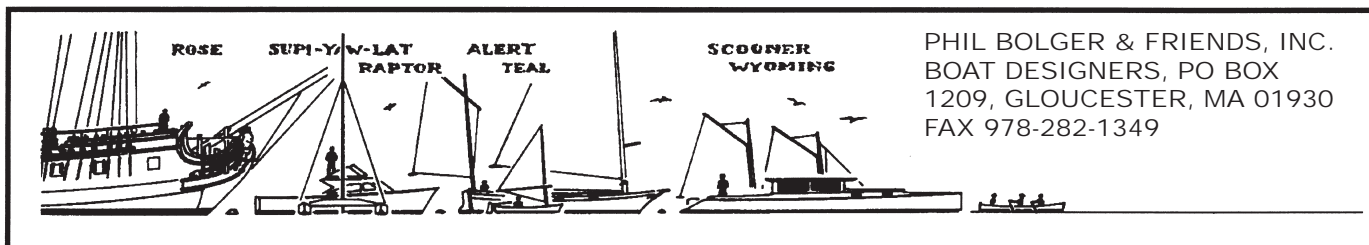
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Design #375 was done in the late '70s. The white hull pictured, called Otter, was launched in 1980, with Sunrise, our Design #310 Teal tagging along in the background. The green Otter pictured dates to 1988.

This will be a two-part discussion. The account of the design was written up in our book *Different Boats* in 1979/80 and we'll reprint some of that chapter here in Part I recalling her genesis and underlying assumptions. A light 20' sharpie with a cuddy and a salty rig would seem appealing indeed.

"In my first book, *Small Boats*, there's a design for a cuddy cabin sharpie called Otter that I wish I could get back. It's a good basic shape; in fact, the boats built from it go pretty well, but it's not well laid out for efficient assembly. It was an early attempt at an "instant boat," the type for which I give diagrams of all the components that control the shape so the builder can mark them out right on the wood. When these pieces are assembled in the right order the boat "automatically" assumes the intended shape.

That type of design is a "cut-and-try" affair and the designs improve with a lot with practice. The original Otter was done before I'd had enough practice. The presentation is not elegant. Eventually I was without a commission and had time to design a new Otter, the one I'd have done the first time if I'd been smart enough. I gave it the best method of hanging leeboards of all the different ways I've tried. I took advantage of my gradually increasing boldness in using asymmetry to try to make space on the tiny transom for an outboard rudder, an outboard motor, and a mizzenmast, all of which I defy anybody to fit symmetrically. And I cleaned up the rig, with the main object of not giving offense as much as some earlier efforts had done.

The general proportions of this rig were those of Black Skimmer, the very successful 25' sharpie whose plans appear in *The Folding Schooner*. In Otter II, I went to a gaff mainsail because in this smaller size it allowed a mast short enough to be lifted straight up out of its step by one man. Better say a man and a boy.

## Bolger on Design

### Otter II

Design #375  
19'6" x 5'10" x 9" x 190sf/254sf

#### Part I of II

Otter had a small, open cockpit and relied on high and sides to pick her up before she could swamp herself in a knockdown. Otter II has the same height and flare but with added breadth to stand up to her higher rig. I also worked in the compartmentation schemes I'd tried out in earlier boats. The cuddy is watertight, it can't be flooded in any kind of sudden knockdown, and for ordinary coastwise sailing suitable to her size, it makes her self-righting without any ballast apart from her bottom structure. One reason this is so is that she doesn't have any buoyancy low down, such as under a self-draining well, to float her in a stable bottom-up position. Her cockpit and the small area ahead of the cuddy are open and can flood over the side or from rain or spray; they must then be bailed with bucket and sponge. But water in those bays can't get into the cuddy.

The stem and stern bays are free-flooding. They have holes in the bottom to let the water out. These ends aren't properly part of the hull at all, they are more in the nature of a bowsprit and a motor bracket, also serving as fairing to improve the flow of water around what's really a square-ended punt 14½' long, of which 6½' feet is reliably decked and bulkheaded. This may sound complicated, and it may be in conception (it took me long enough to think of it), but study of the plan and specs will show that it simplifies construction a lot and upkeep somewhat. Those free-flooding end bays are also nice places to dump things that are messy and don't mind dampness, such as anchor warps and portable fuel tanks.

I have to make at least one stupid mistake on each set of plans I draw, the gods

would be jealous otherwise. I outdid myself on this one by getting the tracings inked and printed before I noticed that I had designed a tiller that could be swung only to port. Also, I had failed to divide by two in figuring the mizzen area, with cascading errors resulting all through the sail and spar plan. I found the former mistake myself before any prints got away, but the sail area mistake sat glaring at my unseeing eyes for about six months until it was found by Bob Titus of Houston as he was going over the plans before ordering the second prototype. I'd swear a fourth grader couldn't do such a thing, or should be spanked if he did. My penalty was having to redraw and retrace three of the five drawings here, very hard work the second time around, especially while wondering all the time what other horrors are lurking in the underbrush.

I tell this tale because there are people here and there who take me too seriously by half and aren't as alert for this kind of thing as they should be."

Looking back at Otter II over 25 years later, one could readily predict certain design characteristics that should have been re-evaluated soon after the ink dried. Mind you, there seems always room for improvements after any finished design has gone out the door for a while. Sometimes it becomes "unfinished" again after seeing more embarrassing, but essentially minor, glitches of the like mentioned above in the excerpt from my book. And sometimes certain attributes combine to amount to more than just a glitch.

In the next issue we'll discuss how Otter II fared and what room there was for improvements. After all, a light 20' sharpie with a cuddy and a salty rig is an appealing idea between its moderate construction footprint, trailerability, and assumed cruising potential. After more pressing work is attended to, there will indeed be an Otter III.

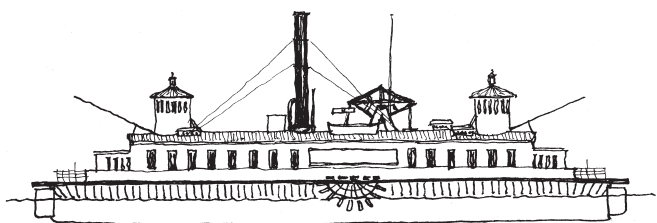
As a footnote it should be pointed out that spartan Otter I actually is not as unappealing as it may sound except, again with hindsight, a few tweaks would really transform her to much greater utility and safety; we'll look at her some other time.





# More Special Ships That I Have Known

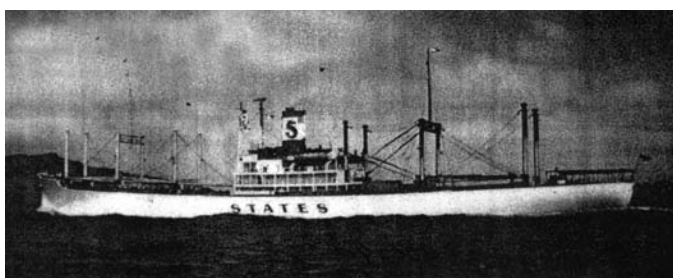
By Philip Thiel



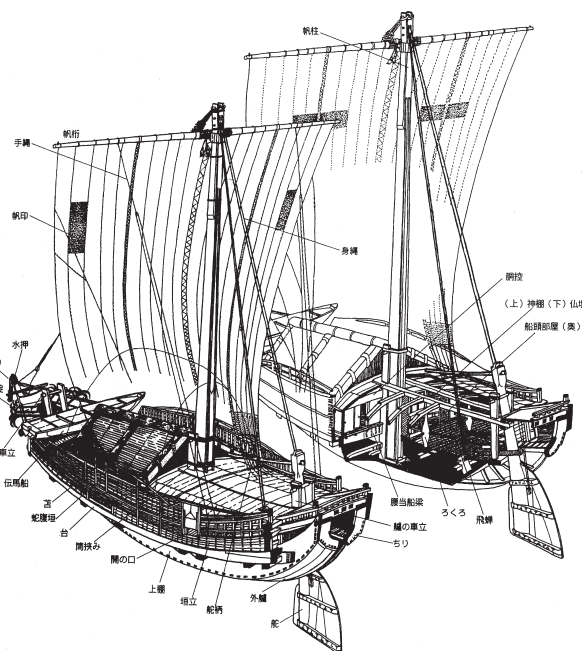
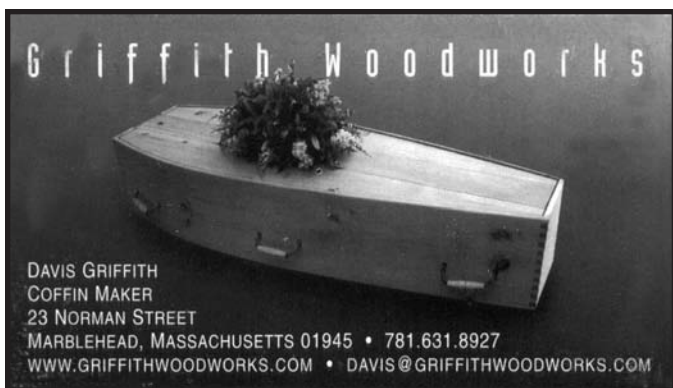
Occasional visits to my Aunt's on Staten Island involved ferry rides from Brooklyn across the Narrows in wooden side-wheel paddle steamers powered by walking beam engines. These impressive machines were visible in the space between the team gangways (whose wooden decks were redolent of horse urine) and the ballet of the elaborate engine starting procedures were open to view by all.



Many years later we (my wife, two children and I) made our first trip to Japan on the motorship Mayaharu Maru, built in Kobe in 1957. She was 405' long, 8,950 tons deadweight, and powered by a 6-cylinder 2-cycle, 4,200hp Sulzer diesel. We carried a deckload of logs and took a long southern route to avoid severe storms, but even then took some green seas over the bow. We moored to buoys off Shibaura in Tokyo Bay and went ashore in a launch.



Subsequent trips were made in the States Line steamship Idaho, 490' long, 12,400 tons deadweight, powered by an 8,500hp geared turbine. The children sprinkled the wake with messages in bottles and the adults spent evenings in the officers' cabins listening to tall stories. Air travel will never be this good.



During one stay in Japan I visited the Shununeji Museum on the southern tip of Sado Island, off the northwest coast of Honshu, to see a full-size replica of a traditional wooden coastal freighter. Like the lighter Viking long boats, it set a single square sail but was planked of heavy edge-fastened strakes with no frames. Decking was of loose portable boards which made cargo handling easier. One theory is that the isolationist feudal government's construction regulations were intended to forestall survival in the event of attempts at illegal deep-sea voyages. In any event, what these vessels lacked in seaworthiness was made up in the virtuosity of the ship carpenters.

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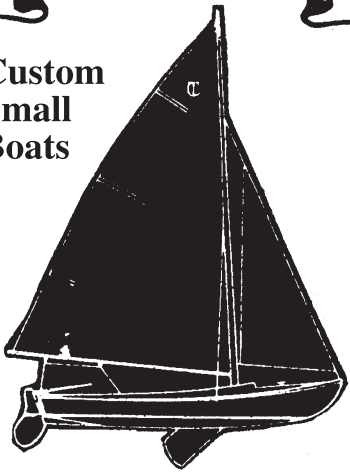
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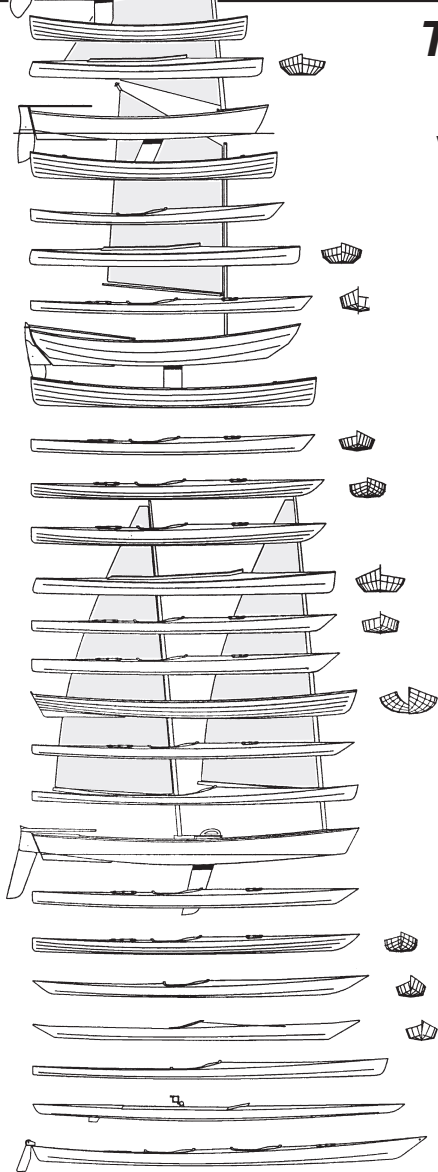
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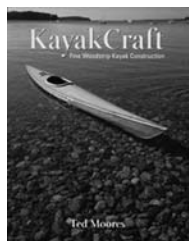
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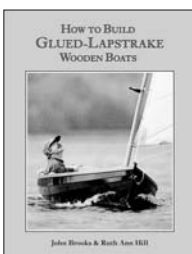


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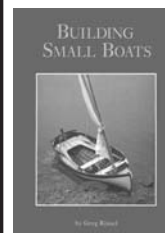
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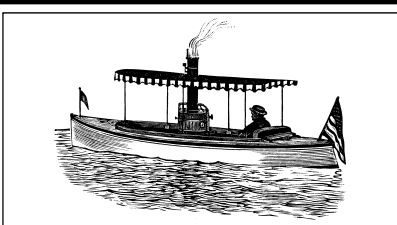


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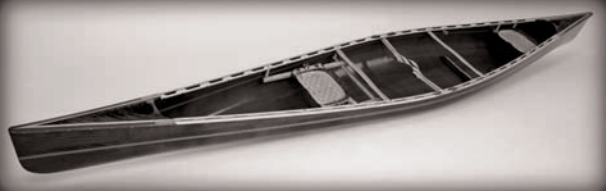
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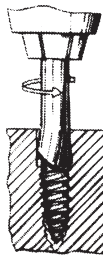
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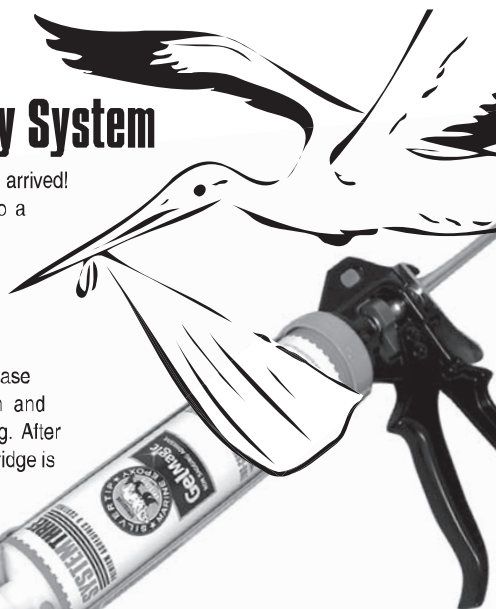
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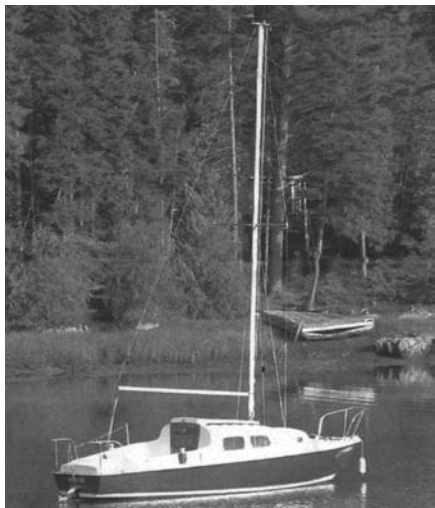


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**Penguin #7990**, kit built '66, restored '03. Double floor, wood spars, 3 sails, trlr. See photo in display ad in this issue. \$500.  
R. ELLERS, Warren, OH, (330) 399-6237, GeeRichard@aol.com (4)

**Wooden Boat Workshop Boat Sale**, prices do not incl shipping:



**Wineglass Wherry**, Pigmy Boats, 14'x48", marine plywood construction, fg inside & out. 2 rowing stations. \$2,800.



**Cedar Strip Canoe**, 15'x36" fully restored. New caned seats. \$2,300.



**Authentic Thailand Market Boat**, solid teak construction. 2 available. 13'x29" \$2,000 or 9'7"x28" \$1,500.



**Adirondack Guide Boat**, 17'x40" marine plywood construction. Cherry decks, midship rowing seat w/fore & aft seats. Oarlocks incl. \$2,800.



**Widgeon Kids Kayak**, 14'x24" marine plywood stitch & glue construction, fg cloth exterior, diamond maple wood onlay. Hull painted white. \$2,000.



**Esabell Rowing Shell**, 18'x27" w/Piantadosi sliding seat. Marine plywood stitch & glue construction. Oars not incl. \$2,500.



**Eider Open Double Kayak**, marine plywood stitch & glue construction, fg cloth exterior. 2 available, 1 green hull, 1 red hull. Both decks varnished. \$1,500 each. Seats not incl.



**Lapstrake Canoe**, 17'x33", marine plywood stitch & glue construction. Caned seats. 3-part polyurethane finish. Brass stem band. \$2,800. Brass stem band. \$2,800.



**Mahogany 12' Bullet Speed Boat**, '04 Mercury 40hp 3-cylinder w/oil injection, electric start & power tilt, '05 Karvan trlr. \$12,900.  
PETER HESS, c/o Wooden Boat Workshop, Norwalk, CT, (203) 831-0426, email: hesswood-works@aol.com (2)

**11'6" Charlotte Lapstrake Canoe**, 25lbs. Built by Tom Hill, bought at Newport Boat Show by orig owner. Ash Shaw & Tenney double paddle. Both in new cond, just not getting used. Price reduced to \$1,600. Located near St. Augustine, FL.  
TONY FIORE, Palm Coast, FL, (386) 446-5519, tntfiore@cfl.rr.com (4)

**14'6" Solo Willow Wisp Canoe**, wood & canvas built '00 by Island Falls Canoe. Cost \$2,550 new. Vly little use, in exc cond, always stored under cover. Tracks well, 32" beam, great boat for ponds & lakes. Green w/shellac bottom & special removable padded carrying yoke. Price \$1,800 firm. Can be seen in Lovell, ME after 6/1.  
KEVIN HARDING, Sedona, AZ, (207) 925-1205 after 6/1, leave message (4)

**Crawford Melonseed**, Roger's '00 Annapolis Sailboat Show showboat, dark blue hull, grey deck, tanbark sail, comes w/ pair Shaw & Tenney leathered, spoonbill oars, Bristol Bronze raised oarlocks, full mooring cover, Load Rite Bandit trlr w/spare. Lightly used, garaged in Doylestown, PA, \$7,500.  
JON MYERS, Philadelphia, PA, (215) 763-4872 (H), (215) 841-5488 (W), svmelusine@comcast.net (4)

**12.5' Swampscott Dory Skiff**, built '09 by Samuel Vaughan in Marblehead, MA. New thwarts, breast hook & other parts replaced in 1976. Later fg. Not designed for outboard due to raked transom but a 1hp can be adapted. Rows well but vly heavy due to fg. Oars & oarlocks incl. Rot in rub rail but only outside the fg. Nice model suitable for use as a male mold. Located in Springfield, VA. \$300.  
DICK HAMLY, Springfield, VA, dickhamly@aol.com (4)



**John Atkins Ninigret**, 22'x6'8", 1200lbs, enclosed ob, fishing/camp-cruising boat, w/bunks forward, canvas top, large open cockpit. Deep vee at bow warps to shallow deadrise aft, very efficient. W/short hours 25hp 4-stroke Merc giving 17mph. Tandem axle trlr. Purchased here for \$8,000 a few years ago, offered at \$5,500 now. Pix at [www.adirondackgoodboat.com](http://www.adirondackgoodboat.com) <<http://www.adirondackgoodboat.com>> MASON SMITH, Long Lake, NY, (518) 624 6398, [masonsmith@frontiernet.net](mailto:masonsmith@frontiernet.net) (3P)

## BOATS WANTED

**12', 13', or 14' Bahama Dinghys**, built in Abaco, Bahama. Needed for sailing program at Wyannie Malone Museum, Hopetown. Can be sailing or sculling versions. SAM HUMMEL, 1907 Rosecrest Dr, Greensboro, NC 27408, (336) 288-7237, [samhummel@consultant.com](mailto:samhummel@consultant.com) (4)

## SAILS & RIGGING FOR SALE

**Penguin Dinghy Sail**, exc quality Egyptian cotton by Grant Gambell. Older but has seen little use, vy gd cond. \$80 + shipping. Don Bamman, Lamoine, ME, (207) 667-1952 (4)

## GEAR FOR SALE

**Lead Keel**, approx 350lbs casting 84" x 4.5" x 2". Can be cut up for moving. Too heavy to ship, must pick up. No partial sales. \$125 firm (current scrap price is \$.60/lb). BOB HICKS, Wenham, MA, (978) 774-0906 7-10am, 5-9pm (4)

**Utility Trailer**, modified for canoe travel. Steel frame w/plywood box & lockable cabinet & removable cross mounts especially designed to carry two canoes or kayaks (up to 18' long) & mountains of gear. Large diameter wheels, new bearings, new tires, spare incl. \$700 firm. Can be seen in Lovell, Maine after 6/1. KEVIN HARDING, Sedona, AZ, (207) 925-1205 after 6/1, leave message (4)

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**half so much worth doing**



**as simply messing about in boats.**

### Famous Quotation & Illustration from *The Wind in the Willows*

Join us in expressing Ratty's sentiment to the World. T-shirt \$18.00, Long Sleeve T \$23.00, Sweatshirt \$30, Tote Bag \$18. Shipping \$4.75, orders up to \$25, add \$1 for each additional \$25. THE DESIGN WORKS, Dept MC, Box 8372, Silver Spring, MD 20907, Toll free (877) 637-7464, [www.messingabout.com](http://www.messingabout.com) (TFP)

**Bronze OB Brackets**, pr for 45 degree transom, lg sailboat, 10lbs ea. 12" x 24" x 2". \$25 pr. Too heavy to ship at this price, must pick up. **Bronze Fastenings**, 6 boxes new: 5/16"-18 x 3-1/2" carriage bolts (44), 5/16"-18 hex nuts (44), 5/16" flat washers (75), 1/4"x2-1/2" lag screws (39), #10 x 1" flat head wood screws (140), #12x1" ring nails (1lb). \$50 the lot firm, plus shipping, will not separate. BOB HICKS, Wenham, MA, (978) 774-0906, 7-10am, 5-9pm (4)



**New! The Poop Deck Crew T-Shirt**, profits from the sale of this T-Shirt support the SAFE HAVEN Project & Newfoundland Dog Rescue in the US & Canada. Show your support for these gentle giants when you wear your Poop Deck Shirt featuring a Newf Dog and his canine mates including a German Shepherd, Springer Spaniel, English Bulldog, Poodle, Golden Retriever—even a Chihuahua! 100% heavyweight US made blue cotton Tee. Large imprint on front. Sizes M-XL \$17, XXL \$19. S&H \$4.75 on all orders. Send MO or Check.

NORS, P.O. Box 143, Woolwich, ME 04579 USA, Tel (207) 442-7237 Email [norsman@care2.com](mailto:norsman@care2.com), Web [www.norsgear.com](http://www.norsgear.com) (TFP)

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**9" Ash Woods Cleats**, matched pair varnished w/stainless steel hardware. \$25 delivered. WINTERS BROTHERS, 4555 II Rd., Garden, MI 49835 (21EOI)

**Piantadosi Row-Wing**, w/gunwale clamp & leveling leg kit, & Rec-Racer basswood sculls, all exc cond. Only \$525, save 50% off the new price. Photos available if you want. I'll ship at actual cost of shipping & packaging. MIKE RUSSELL, Norfolk VA, (757) 423-0387, [mir1318@peoplepc.com](mailto:mir1318@peoplepc.com) (3)

**Stuff Still! Bow Pulpit**, off 28' sailboat \$100. **Loran C Sitex EZ7**, nds antenna coupler) \$50. **3hp Johnson OB**, '50s era in family since new (nds more carb work) \$300. **Ronstan Nicro Fico Snatch Blocks**, (2) trunnion & swivel \$127/pr. **Hanging Bunk & Cabin Table**, from 28' sloop, together \$200. **Emergency Gibson Girl Radio Transmitter**, for life raft ca '50s (?) \$100. DOC CASS, Wellington, ME, (207) 683-2435, [edeshea@tdstelm.net](mailto:edeshea@tdstelm.net) (4)

## BOOKS & PLANS FOR SALE

Peter H. Spectre's *Compass Rose Review*, updated periodically. Read it at [www.compassrosereview.blogspot.com](http://www.compassrosereview.blogspot.com). PETER SPECTRE, Spruce Head, ME (14P)

**Boat Kits & Plans**, the best selection of 200+ easy to build designs. Catalog \$5.00. **Boatbuilding Supplies**, easy to use, 1:1 marine epoxy resins, glues & putties, fiberglass, bronze & stainless fasteners, paints, flotation foam, steering systems, canoe supplies, hardware & much more. Supplies catalog is free. CLARKCRAFT, 16-35 Aqualane, Tonawanda, NY 14150, (716) 873-2640, catalogs online at [www.clarkcraft.com](http://www.clarkcraft.com) (8P)



**Egret 17' Skin-on-Frame Kayak**, easy to build; many covering options. Plans, patterns, detailed instructions \$55. SASE for more info. ROSS MILLER BOAT DESIGN, P.O. Box 256 West Mystic CT 06388 (7P)



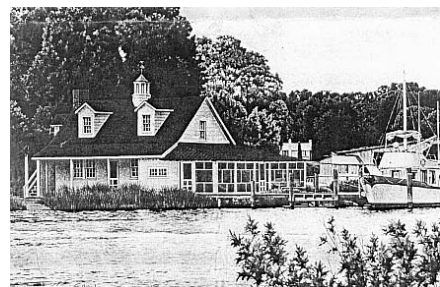
**Dory Plans**, row, power & sail. 30 designs 8'-30'. Send \$3 for study packet. DOWN EAST DORIES, Dept. MB, Pleasant Beach Rd., S. Thomaston, ME 04858 (TF)

**Robb White & Sons Sport Boat**, handy, pretty, proven 16' x 43" strip planked skiff. Will plane with 2 adults with 4hp. Full sized mold patterns, complete instructions. \$75. SASE for photos & specs. ROBB WHITE & SONS, Box 561, Thomasville, GA 31799 (TFP)

## BOOKS & PLANS WANTED

**Folding Schooner**, by Phil Bolger, & perhaps other Bolger publications. Let me know what you have and prices expected. NEIL FOLSOM, 16 Westside Sebago, Standish, ME 04084, [moslof@psouth.net](mailto:moslof@psouth.net) (4)

## WATERFRONT PROPERTY FOR SALE OR RENT



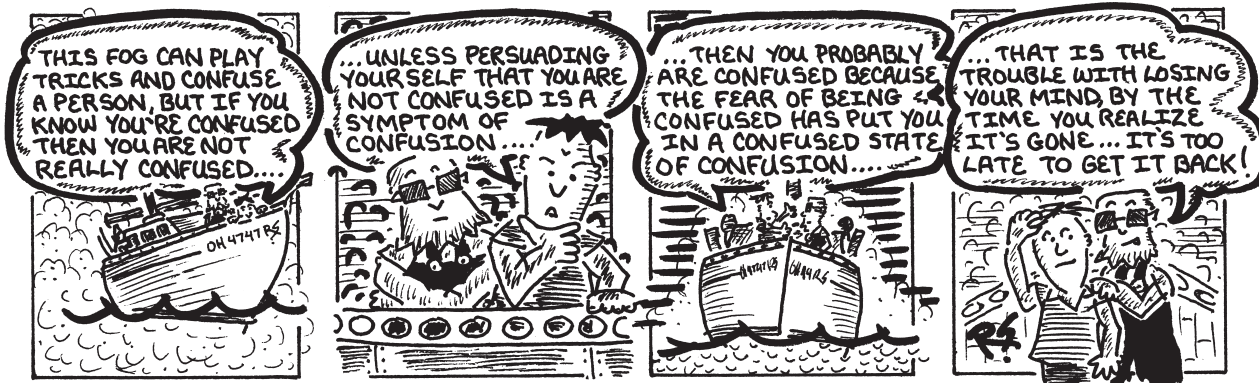
**Vacation Rental Waterfront**, 100yr old refurbished cottage off lower Potomac River nr Leonardtown, MD. Suitable for 3 couples or 2 families. Slips up to 10. Incl protected deepwater slip & several small craft. \$1,000-\$1,350/wk. LEONARD EPPARD, Lorton, VA, (703) 550-9486 (TF)



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By: Robert L. Summers

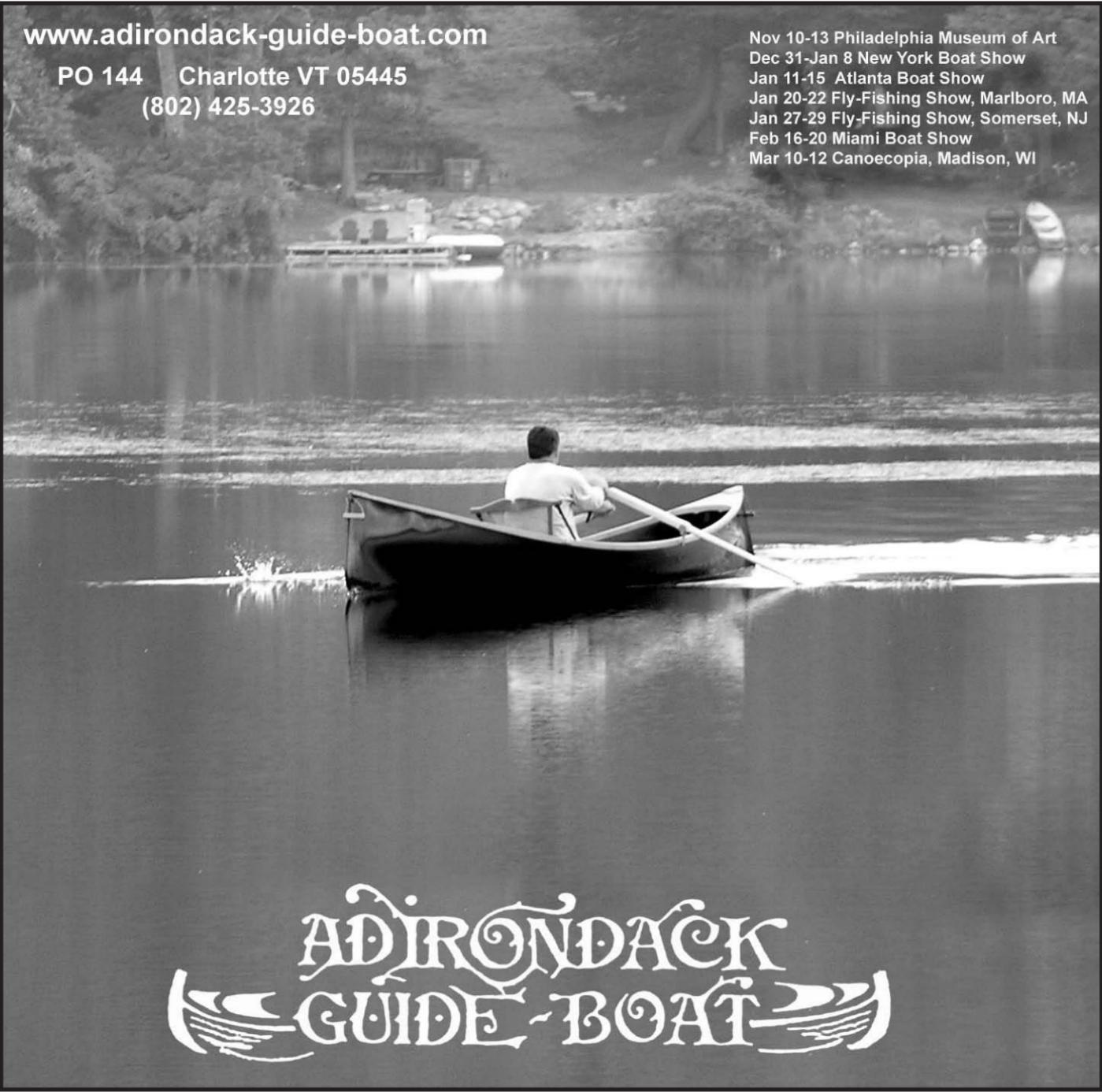
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Dec 31-Jan 8 New York Boat Show  
Jan 11-15 Atlanta Boat Show  
Jan 20-22 Fly-Fishing Show, Marlboro, MA  
Jan 27-29 Fly-Fishing Show, Somerset, NJ  
Feb 16-20 Miami Boat Show  
Mar 10-12 Canoecon, Madison, WI



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